

Cycling

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WEEKLY

Thursday October 8, 2015

Exclusive
interview
**Adam
Yates**

POSTER
Armitstead
& Sagan
winning the
Worlds

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5 key habits you can adopt

How to....

Avoid overtraining

Real
story behind
the UK's
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THIS ISSUE 08/10

Still time to ride

The evenings might be drawing in, but I'm hoping you haven't washed, lubed and packed away your best bike just yet. There are still a few events to do this year, including our final sportive of the season, the Box Hill Original. Starting and finishing in Dorking, our closing event of 2015 takes in some of the best roads in Surrey and we here at *Cycling Weekly* treat it as a bit of an end-of-season group ride.

If you're more into the burn of a hill-climb then there are nine events taking place around the country this weekend. Two events that I always try and get to are the Catford and the Bec in Kent.

These two events, run on the North Downs, take place just a few miles apart — many of the sadomasochistic competitors compete in both — and there are always big, enthusiastic crowds encouraging the riders to hurt themselves just a little more.

The draw of the hill-climb is the suffering on the riders' faces. Seeing a rider lay it all on the line in public demands respect and sympathy. If you haven't seen one, go watch one, and if you haven't ridden one, you really should. My advice? Pick one with a good, loud crowd. Their screams of encouragement will spur you on and you'll feel like a Tour rider on Alpe d'Huez.

To find more details on our Box Hill Original ride, go to www.ukcyclingevents.co.uk. If you are

riding any of these events this weekend — good luck!

Simon Richardson,
Acting editor



Photos: Yuzuru Sumata, Graham Watson, Chris Catchpole



Il Lombardia win saves Nibali's season, p66

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Nibali saves the best till last





2014 Tour champ wins Il Lombardia

Gregor Brown in Como

Vincenzo Nibali saved his season at the last moment on Como's lakefront by winning Il Lombardia on Sunday. A breathtaking descent on the narrow bends of the Caviglio climb gained Astana's Italian champion a 25-second gap on the chasers, and he won the season's final Monument solo in front of the main square, overlooking a sun-soaked lake.

Despite a stage win in the Tour de France, Nibali's season has been dogged with team doping scandals, team licence issues, a lack of results and most recently a disqualification from the Vuelta a España. The jury caught Nibali holding on to a team car and ejected him after only two days of racing in the Spanish Grand Tour he won in 2010.

"The Vuelta DQ was a restarting point. It was good for me to be thrown out, it gave me a good kick," Nibali said.

"It brought out anger in me, I was able to let it all out in these races.

"Using *grinta* and my head, I was able to push ahead after the Vuelta. With a race win like this you see a rider's real character and what they are made of."

After three weeks out, training on his childhood roads in Sicily, he came back firing with what the Italian cycling fans

like to call '*grinta*' — a certain stylish determination or boldness.

None of his rivals could match his fast and furious downhill drop, which even caused problems for the TV motorbikes who couldn't keep up — or get out of the way quick enough. Twenty-one seconds after Nibali had crossed the line with a fan's Italian tricolore paper flag stuck onto his jersey, Daniel Moreno (Katusha) sprinted in for second with Thibaut Pinot (FDJ) third.

Besides the World Championships road race, where he punctured at an inopportune time and came 42nd, Nibali has placed in the top five in six one-day races since the Vuelta, adding three wins to his palmarès in the Coppa Bernocchi, the Tre Valli Varesine and now Il Lombardia.

Alejandro Valverde finished fourth to crown the WorldTour win he'd cemented in September and help his Movistar team to the team title over Katusha by a narrow margin of 13 points. Team Sky finished third.

MY VIEW...

Richard Abraham

Cycling Weekly news writer

Go and watch the video of Vincenzo Nibali's descent of the Caviglio climb (post/GirNTY). It's spectacular. 'The Shark' is known as a brilliant descender but this must be one of his best.



Yates takes honourable 18th place

Simon Yates was disappointed at Il Lombardia after battling with the best in the business on the lakeside roads to Como on Sunday but after cramping and losing ground on the Caviglio climb — where Vincenzo Nibali launched his race-winning attack — he finished 18th.

But at 23, the Briton can take satisfaction from being one of the youngest at the front of the famed one-day Monument, along with Spaniard Carlos Verona.

"I'm a little disappointed," he said. "I have high standards for myself."

He climbed with the front few over the steep 25 per cent pitches of the famous Muro di Sormano climb and survived 225 kilometres before cramps took hold as others like two-time winner Philippe Gilbert slipped behind.

Twin brother Adam, who aimed for a repeat performance of his Clásica San Sebastián win in August, suffered from cramps too and finished 56th at 11-58.

"We're young, but everyone has a fair chance to win, you can't go in and think, 'these guys have won this or that, and I haven't,'" Yates added.

"If you go into the race, and you're only looking for a top 10, then you've lost already. These guys like Nibali and [Alejandro] Valverde go in with a winning mentality; they won before and they are going to try to win again if they come here."

Yates explained cramps may have come due to sweating in heavy clothes when the sun pushed back the early morning rain and warmed the cool air.

Why London ditched 2017 Tour plan

Money concerns led initial interest to slide — but UK return is still on cards

The return of the Tour de France to Britain descended into confusion as London turned down hosting the 2017 Grand Départ last week.

However, despite widespread reports that there were bids from three UK cities to host the Tour start, it was only London that had put anything forward — both Manchester and Edinburgh councils denied doing so.

It was revealed last Monday that Mayor Boris Johnson and Transport for London pulled out of hosting the event in 2017 after concerns that the estimated £35 million total cost would not represent “value for money”.

However, *CW* understands that rather than London putting forward a full-blown bid to host the event, the capital merely expressed interest in doing so.

Contrary to reports that ASO was angered by London's change of heart, the Tour organisers would not be put off bringing the Tour to the UK again, based on how popular the last two British Grand Départs — in London in 2007 (pictured), and Yorkshire, Cambridge and London in 2014 — have been. Tour director Christian Prudhomme reiterated this to Reuters: “We are not angry at

all. London pulling out does not change the fact that cycling is now big in Britain.”

In fact, while London may have ruled itself out of hosting the event again soon, Edinburgh has expressed interest in bringing the Tour to Scotland. A spokesperson for Edinburgh City Council confirmed that while the Scottish capital did not put a bid in for 2017, it is interested in hosting the event in 2018 or 2019 and beyond, and that nothing has changed in light of London pulling out. “We still hold that ambition,” they said.

Edinburgh previously bid to host the Tour start in 2014, which then became part of a British proposal that would have seen Edinburgh hold the pre-Tour presentation and stage one start, before the race visited other UK cities. However, it missed out when Yorkshire's own bid won the Grand Départ.

This year's Tour of Britain also visited Edinburgh. EventScotland, which collaborated on the 2014 bid, declined to comment on the prospect of any future bid.

German city Düsseldorf is now the front-runner to take on the Grand Départ hosting duties of the 2107 Tour de France.





How long will we have to wait?

Comment by Sophie Hurcom

How long will British fans have to wait to see the Tour de France return? When the Tour left UK shores in 2014 after what was described as the “grandest Grand Départ ever” in Yorkshire, Cambridge and London, race director Christian Prudhomme declared that it was a question of “not if, but when” the race would be back.

However, London has now ruled itself out of hosting the event for the third time in a decade, citing the cost of the event as the main reason. The £35 million needed to host the event would have come from the city’s cycling budget, which is currently used to improve infrastructure for cycling in the capital, something Mayor Boris Johnson called a “no-brainer” decision to make.

Prioritising funding

When London and Kent hosted the three-day Grand Départ in 2007, it cost £7.5m, £3.815m of which came from Transport for London (TfL). By 2014, the cost to London for hosting just one stage finish of the race was around £6m for TfL, which also came out of the cycling budget. And while the official report after the 2014 Grand Départ stated the economic boost to the capital was three times what was spent, at around £19.5m, TfL explained the wider economic benefit of holding the Tour de France in 2017 would not fall to them and so would not be available to fill the shortfall.

Another issue facing London is that Sir Peter Hendy, the TfL commissioner when the Tour came to the capital in 2014 and 2007 left his position late last year.

British Cycling declined to comment further but said in a statement: “The Mayor is absolutely right that money needs to be invested now in improving cycling infrastructure, in particular providing segregated cycle lanes.”

Thoughts will now turn to other parts in the UK to host the Tour — with Edinburgh already putting its name forward — and considering how successful Yorkshire’s showcase was last year, why should somewhere else not be given a shot?

How did MTN-Qhubeka sign Mark Cavendish?

The story behind the team swap

Nick Bull

Mark Cavendish's transfer to MTN-Qhubeka was announced last Tuesday as the African team finally confirmed one of the highest-profile signings of the season and ended months of speculation about the Manxman's future.

Marcel Kittel was confirmed on Monday as Cavendish's replacement at Etixx-Quick Step, with the German signing a two-year deal, while Cavendish signed a three-year contract with MTN, who will be known as Dimension Data next season. The team's general manager Brian Smith told *Cycling Weekly* how the deal came about.

Initial contact

"I planted the seed back at the Tour of Turkey. He was moaning about one of my riders [in this case, Algerian sprinter Youcef Reguigui]; I told him that, for some riders, beating him — even for 10th place — is a big thing. I said it would be different when they're leading him out next year; I could see Mark responded to that, and he said we should talk."

Negotiations begin

"I spoke to his management, but because we needed to confirm a new title sponsor for 2016, at that time, I told them that Etixx was the best deal on the table. But during the Tour de France, Dimension Data came onboard and the team's future was secured. We spoke with Mark more, and he liked the project. I think the Qhubeka charity [which aims to get more people on bicycles in Africa in order to help their education] really appealed to him."

Search for a second big sponsor

"Getting another company on board meant that we had the money to sign him. We spoke to Deloitte, and the deal to get them onboard took just two months."

Cavendish's role

"If Cavendish wants to target the Rio Olympics, he will get the support. If he wants to race aggressively, like he did at the National Champs, we'll let him. We won't pigeonhole him as a sprinter."



Weekly column Rob Hayles



"Maybe there's less waving going on due to the fact there are so many more of us out on the roads these days?"

With a very busy summer now behind me, I've been trying to fit in the odd bike ride here and there. It's not been easy. But as with my days as a full-time athlete, the hardest bit about training was always getting ready. Once I was out of the door it was always fine. If there was one simple bit of advice I could give to you, it would be to put your kit on first, then decide whether you are in the mood to go out or not.

I'm sure we have all heard it before. But there seems to be an awful lot of non-acknowledging bike riders out there of late. Maybe this is due to the fact there are so many more of us out on the roads these days. After all, we don't smile at every other car driver we meet coming the other way while at the wheel, do we?

To wave or not to wave

Having said that, I soon found out that while driving my Land Rover Defender, I was flashed and nodded at by others in their own noisy square boxes on stilts. It took me a little by surprise for the first few days, but I soon got into the habit of returning the gesture. Although on a few occasions on those first few days, I learnt that even while wearing my tweed flat cap, if it wasn't a shiny-buffed Defender like mine, but a truly muddy working one driven by a hairy farmer carrying hay bales, rather than a friendly wave back I got some kind of 'what on earth are you looking at?' type of gesture.

So this brings us back to who you should or shouldn't be expecting a polite wave back from while out on your next ride. Well, if it's one of our many full-time professionals and they are in the middle of a set of intervals, I think we can let them off. If it is, however, a weekend warrior, then I would hope for a more obliging response. Either way, if you're riding in the opposite direction to me, then the chances are that I will pass on a friendly nod. Unless, that is, you're wearing wellies and a wax jacket, and your bike doesn't look like it's been washed since the day it left the showroom.

Former double world track champion, Rob Hayles is a pundit for TV and radio. He's also a coffee connoisseur and garden shed inventor

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Clark by a whisker

Monsal top two split by just two hundredths of a second

Chris Marshall-Bell

Joe Clark (EnvelopeMaster) won Sunday's Monsal Hill-Climb — but one of cycling's hardest-to-beat records remains intact.

Clark, 23, posted a time of 1-20.1 on the 675m climb near Bakewell, in the Peak District, to beat Adam Kenway — hampered by a slipped chain — by two hundredths of a second. Two-time winner Jack Pullar was third.

It was the 85th anniversary of the Sheffrec CC-promoted event but the largest ever field of 145 riders did not threaten Malcolm Elliott's 1981 course record of 1-14.2. Since Laurence Dodd rode a 1-24.3 in 1946, only Tom Simpson (1-23.4 in 1957) and Elliott twice (1980 and 1981) have set improved benchmarks. The closest anyone has come to Elliott's record is Russell Downing, who rode 1-18.3 in 2003.

Clark said: "It seems an impossible time to beat. I need to find six seconds from somewhere if I'm to stand a chance. I knew I had a chance of winning but I wasn't confident. I prefer slightly longer climbs so I couldn't have gone any faster."

Thirty-four years on, does the record-holder himself believe his mark can be beaten? "Only the folly of youth can replicate it," says Elliott, who was just 20 when he set the record.

"An up-and-coming emerging star, like I was, will beat it one day. I can't think of any established riders who are obvious challengers."

This magazine's reportage from the 1981 edition details how Elliott — who handed out the prizes on Sunday — had a "screaming tailwind" and that third-placed finisher Ian Harvey was "nearly blown off his bike when a gust caught him".

Elliott, astride a singlespeed Raleigh track bike, rode the course record time on a 43x18 gear. He recalled: "I rode a brisk speed until midway, then I pulled it out to the top. 1-14.2 was right on the limit."

Lou Bates (Carnac-Planet X) was the fastest woman, at 1-55.1 on Sunday, beating last year's winner Jessie Walker (Servetto-Footon) and Dame Sarah Storey (Pearl Izumi-Sports Tours International).

Over 1,000 spectators lined the climb and the Monsal Head Hotel sold out of bacon sandwiches, selling 298 in just an hour.





Could this Bec Hill Climb be the last?

Having raised over £5,000 to stage this year's event on Sunday, organiser Garry Beckett has warned that the 60th edition of the iconic Bec CC Hill-Climb could be the last.

First run in 1956, the well-supported race on the 700-metre White Lane near Oxted, Surrey, forms part of the popular double-header with the Catford CC event on nearby Yorks Hill.

Having run the event on closed roads since 2005 without cost, Surrey County Council (SCC) informed organisers earlier this year that the event was now subject to the same framework as all other cycling and sporting events in the county, meaning a road closure would be in the region of £3,000.

SCC has agreed to charge an undisclosed lower sum for the road closure this year, but having used crowd-sourcing measures to cover this year's costs, an appreciative Beckett admitted: "Donations aren't viable every year and nor should they be."

He continued: "We're not just going to comply with the demands of Surrey [County Council] because that sets a precedent.

"There's no agreement in place yet. If they did charge the full amount it would kill the event off.

"That said, the relationship is currently favourable — we just have to make them understand that it's not a mass-participation sportive which they think it is."

In recent years, there has been controversy in Surrey over the road closures for Ride London.

Contacted by *Cycling Weekly* about the road closure fee, SCC issued a short statement but was unavailable for further comment.

"To close a road for a sporting event on the highway, the Road Traffic Regulation Act comes into force," the statement said.

"Although we do not charge admin fees, closures do need to be advertised to residents and the cost of this is passed onto the event organisers who then decide how best to cover the cost."

Photo: Andy Jones

Armitstead goes back to school

World champ returns to a hero's welcome back where it all started in Otley

Chris Marshall-Bell

World champion Lizzie Armitstead was given a rapturous reception when she gave an assembly to pupils at her former primary school in her hometown of Otley, West Yorkshire, on Monday.

The 26-year-old revisited Westgate Primary School to discuss how she went from a Yorkshire schoolgirl to winning the road race rainbow jersey in Richmond, USA.

It was at school in Otley where Armitstead's cycling abilities were first spotted by then British Cycling Olympic Talent Team coaches Jonny Clay and Phil West, who visited Prince Henry's Grammar School in 2002.

Armitstead and her fellow pupils took part in a race in teams of four, all mounted on similar Trek mountain bikes.

Four students were then invited for physiological tests at British Cycling's headquarters, which Armitstead navigated through to earn a place on the BC Olympic Talent Team.

"I remember she was racing in a group of all boys and in this

massive gear she smashed it. She was determined not to be beaten," West recalled to *Cycling Weekly*.

"Commitment and determination were the first two attributes that I noticed about her and they stuck."

Her World Championships winning talent wasn't immediately recognisable, however.

"Very few athletes give you that 'wow' response when you first see them, maybe three or four in my time," Clay said. "It's usually 'wow' in the physiological tests when you see their numbers and you know how they can recover."

"Lizzie was always just good, but she certainly didn't wow us."

"We knew she had been a good runner so she had the aptitude but she didn't have super-high numbers; she was just solid," agreed West, who has remained close friends with Armitstead.

Clay described Armitstead as "a model pupil", adding: "Lizzie was pleasant, organised, punctual and she always enjoyed cycling."

West commented: "If you're only satisfied by the results then you're going to be disappointed a lot. It's also about the process and her process in Richmond was perfect."



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SPOCO creator laid to rest

The funeral of Bill Norris, the founder of the popular Sporting Courses Points Competition time trial series, took place on Monday in Southend. Maldon and District CC member Norris formed SPOCO Southeast in 1982, a competition that sought to hold events on non-standard distance sporting courses as opposed to flat, busy roads. He passed away on September 16, aged 87. "The title 'Best [British] All-Rounder' was ludicrous. SPOCO was introduced to encourage the use of courses where the traffic was light and the terrain sporting," Norris wrote of the series he founded. Norris's series proved popular and inspired similar events across the country.

Para-cycling Hour record attempt

A two-time para-cycling world champion will try to break an Hour record that has stood since 1999 on Saturday (October 10) at Manchester Velodrome. Colin Lynch, a below-knee amputee, is aiming to better Frenchman Laurent Thirionet's distance of 41.031km in the C2 category. "My target is 43km," he told CW. "I have been training at 44kph for 20 minutes in training but I'd be kidding myself if I thought I could sustain that for an hour. It's an exercise in restraint."

The Irish Paralympic rider begins his attempt at 2pm, during the final day of the UCI Track Masters World Championships.

London-Surrey to go WorldTour?

Organisers of the RideLondon-Surrey Classic have applied for WorldTour status in 2017. The event, set up as part of the London 2012 legacy, is currently ranked 1.HC — one below the WorldTour. Meanwhile the inaugural Velothon Wales women's race, due to take place in May 2016, missed out on a position in the new UCI Women's WorldTour, which launches next season. The race, which has been added to the bill of the Welsh event alongside the men's race for next year, has been given a 1.2 ranking.

Bakelants on form in Italy

Belgian Jan Bakelants secured his first win of the season with a solo attack at the Giro del Piemonte. The Ag2r rider rode away 5km from the finish and held off the chasing bunch. Britain's Tao Geoghegan Hart marked his debut for Sky as a stagiaire with a day in the breakaway. Elsewhere, Bakelants's Ag2r team-mate Alexis Gougeard followed his stage win at the Vuelta a España with overall victory in the Tour de l'Eurometropole, while Tom Boonen won the one-day Münsterland Giro.



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Nikki Harris gets to grips with the sandy course at the opening round of the Superprestige Cyclo-Cross Series in Gieten, the Netherlands. The Briton, who rides for Telenet-Fidea, finished second behind last year's Cyclo-Cross World Cup winner Sanne Cant (Enertherm-BKCP), who rode away on the first lap, while Helen Wyman (Kona Factory) was eighth.

Inverness in bid for new velodrome

Multi-use arena awaits green light

Chris Marshall-Bell

Plans are afoot for a multi-million pound Olympic-standard velodrome in Inverness.

The 250-metre velodrome at Bught Park would be at the forefront of a multi-use sports arena. However, it is dependent on the city being awarded a £410m City Deal grant from the UK and Scottish governments, of which £20m would go towards the sports facility.

Highland Council has completed its basic feasibility assessment in preparation of a £150,000 detailed design and costing study, in conjunction with Porteous Leisure.

As of yet there is no proposed date for the study's completion, but the estimated cost of the project is £23.1m.

The region is expected to

find out in spring 2016 if it has been approved for the City Deal grant.

"The project is dependent on City Deal," Stuart Black, of Highland Council, said.

Sportscotland, the national agency for sport, told *Cycling Weekly* that it would be willing to fund between £5 and £7m to the project if requested.

Mike Greaves, secretary of the Highland Velodrome Trust which has been researching and campaigning for a velodrome in the area since 2008, said: "This area has a rich background in nurturing top track cyclists such as Craig MacLean and Callum Skinner despite the impediments of our remote location and climatic handicaps.

"An indoor velodrome would be truly transformative for elite and aspiring riders."

To do this week...

Ride Spadger's Memorial Ride, Aberford, Sunday, October 11

This is the sixth edition of the Yorkshire fund-raising ride held in memory of keen cyclist Lewis Barry, who died in 2010 of Sudden Arrhythmic Death Syndrome aged 15. His father, Mark, organises the event and described the 50-mile route as: "Flat, undulating, not significantly hilly but with short, sharp climbs." Look out for Lordship Lane, said to be reminiscent of the climbs you'll find in the Tour of Flanders. The ride, which raises money for the Dave Rayner Fund and Cardiac Risk in the Young charity, starts from Lotherton Hall, Aberford. Entry on the day is £10.

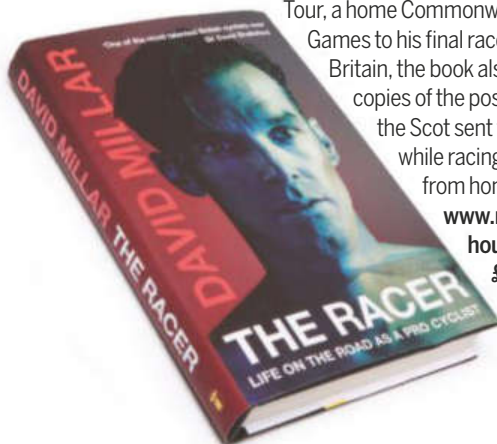
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Read *The Racer*, David Millar, out now

The former Garmin-Sharp rider's second book looks in detail at his 2014 season, the swansong year of his racing career. Focusing on everything from the his last Grand Tour, a home Commonwealth

Games to his final race for Great Britain, the book also includes copies of the postcards the Scot sent to his sons while racing away from home.

www.random-house.co.uk
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Train Middlesbrough Velodrome

Three sessions on the new £1.6m Olympic-sized outdoor velodrome at Middlesbrough Sports Village are being held weekly for local riders. All are supervised by a British Cycling level two track specific coach; riders have to be BC-accredited to ride the track but have the option of pre-booking online or turning up on the day. Tuesdays: 6pm-8pm; Wednesdays: 12pm-1pm; Fridays: 6pm-8pm. po.st/MboroVelodrome

Watch Abu Dhabi Tour and Paris-Tours, Eurosport, from today

France shares the racing limelight with the UAE, in what is the last big week of international road racing in 2015. The highlight of the inaugural, four-stage Abu Dhabi Tour, which starts today (October 8), will be Saturday's finish atop Jebel Hafeet, an 11.7-kilometre climb featuring 21 hairpins. Peter Sagan is expected to make his rainbow jersey debut in the event. Sunday's Paris-Tours will include 2011 winner Greg Van Avermaet. Both are live on British Eurosport.

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THE BIG QUESTION

How do you keep your cycling fitness levels up over the winter months?

I cycle 15 miles to work and back five days a week. In the winter, I keep on it as long as it is still safe to do so. There is a greater feeling of achievement when you complete a week of riding in harsh winter weather — makes me feel like a proper Flandrian.

Roy Padojino

Get muddy on the mountain bike or trail running. No brambles or nettles and fewer people and their crazy dogs on the singletracks. Otherwise: "sun's out — bike's out" for my road bike.

Denver Anderson

Man up, embrace the cold and find your nearest cyclo-cross race! It's cheap, friendly, fun and will make you a much fitter, stronger cyclist and with better handling skills.

Pete Acorn

This will be my first winter as a cyclist. I plan to ride on road when the roads are clear down to freezing temps and on the trainer at home the rest of the time.

Deb Baker

We have an outdoor track at Caird Park and run weekly chaingang sessions — floodlights, no cars, no potholes (no hills) and great banter.

David Martin



Mountain biking works too — fewer cars (off-road), you don't need cleats and it's more chilled, even if the real dudes are too cool for some road cyclists to feel comfortable with.

David Moran

Keep riding unless the road's too dangerous with ice. There's no such thing as bad weather, just wrong clothes and poor attitude.

Neil Smith

Usually, I stop riding and eat the same amount as though I were still riding. I put

on a couple of stone then battle to lose it when the weather gets better. This year, I'm hoping to get a turbo for Christmas and will use that instead.

Cearon O'Flynn

Sell your car and just keep on cycling.

Jason O'Brien

Next week's big question...

Is Britain poised for cycling success in Rio 2016, or is the golden age over?

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Photo: Jesse Wild



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Letters

Letter of the week
wins a Lazer 02
helmet worth £69.99



Reflecting on Lizzie's Worlds win

STAR
LETTER

As I screamed at the TV in support of Lizzie Armistead's brilliant ride three things struck me.

Firstly, Lizzie knew she was strong and needed to use that.

Secondly, she could sprint, but others could do that better but by being brave and strong she could win.

Thirdly, cyclists who lose give genuine congratulations to those who win, as shown by the pats on the back she received afterwards.

For me that is why cycling is not just the greatest sport but a perfect example as to how we should behave.

Peter Booth, email

Team Sky sold out?

I was very excited when Team Sky came on the scene. It was meant to be a British team, and it was in the beginning. But it is far from British now, having just signed another five Continental riders.

Also, they are ruining racing. The racing is getting so boring to watch now Team Sky are always at the front going at their own pace.

Bring back a truly British team.

I. Goodfellow, Maida Vale

Spoiling tactics

Having been disappointed by the British performance in the time trials at the World Championships, I was hoping that Tony Martin could claim his fourth World TT title but he lost form after his crash at the Tour.

Will Vasil Kiryienka be allowed to ride in stage race time trials in the future like this year in the Giro?

When Froome was a domestique in the 2011 Vuelta, when allowed to ride he threatened the overall standing and Sky may want to avoid history repeating itself.

It would be a shame not to see the rainbow jersey going for it in 2016.

Tom Sparkes (13), Rufford

Remembering Roy

As an ex-San Fairy Ann member I was saddened to read (CW, Aug 20) of the passing of Roy Manser.

My abiding memory of Roy was on the reliability trial we used to ride in the spring. These used to be 100-mile affairs down the coast from Maidstone and back and usually us juniors would be blown out the back on the long slog home.

If Roy was riding he would stay with us to see that we all got back in one piece.

He always had time to help and advise us youngsters wherever he could and in my view epitomised all that was, and is, great about club cycling. RIP, Roy.

Geoff Hayes, Devon

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Leave Lance alone

I am sick of people slagging Lance Armstrong off all the time. True, he was in the wrong, and I am totally against drugs and cheating, but people forget that in that era the vast majority or riders were cheating or doping.

Times have changed for the better but he inspired a lot of people, made cycling more exciting and what it is today.

S. Mann, Manchester

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Johnny Helms was *Cycling Weekly's* resident cartoonist from February 1946 until November 2009.

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Yates's Grand Tour ambition

With a string of fantastic results after two years as a pro, Adam Yates is aiming even higher

Words: Hugh Gladstone Photos: Graham Watson, Yuzuru Sunada

They may be identical twins riding for the same professional cycling team, but there are plenty of ways to tell Adam and Simon Yates apart.

Courtesy of a crash in this year's Tirreno-Adriatico, Adam has a scar on his chin and another on his right hand from the Tour of the Basque Country. On the bike, Simon wears Giro shoes — Adam wears Sidi — and can deliver a kick that's landed him group sprints and World points titles on the track.

None of these indicators are infallible, though. Track mitts, oversocks and facial hair — which Adam seems to have a greater but not exclusive propensity for — all threaten to put a spanner in the works. Tales of misidentification abound — like the team manager telling the wrong brother that they've got a ride in last year's Tour or TV editors

flashing the wrong name on screen during an interview. Even an esteemed, thoroughly researched, almost perfect, *Cycling Weekly* journalist runs the risk of muddling the two...

"No, that was my brother," protests Adam Yates when questioned about stage eight of this year's Tour de France to Mûr de Bretagne.

"That was your brother?" I query. "No, you were seventh."

"No, he was seventh," Adam asserts, clearly familiar and no doubt weary of having to handle yet another case of mistaken identity.

Was he?! Really? Oh s**t, I think. I'd written about this and been carrying this around as fact for months.

But then, across the table, I can almost hear a penny drop in Yates's head.

"Ah! No! Mûr de Bretagne!" he repeats.

"Yes, that was me! What was I thinking? Ah, Mur de Huy! Simon got a top 10 there".

Even the brothers themselves, it seems, are capable of mixing one another up.

"Despite their many similarities, the Yates twins have different stories, skill sets and viewpoints"

Best of Yates

Quite honestly, I'd been hoping to avoid talking much at all about brotherhood in this interview. Brothers this, brothers that is the default way to profile the Yates boys — and something *CW* was doing as long ago as 2010 (see box).

But the Yateses are two individual riders — who despite their many similarities — have two different stories, skill sets and viewpoints. The following morning when I briefly chat with Simon, and mention why I didn't invite him along, he cheerily responds: "That's good, everyone always wants to interview us together."

We'd decided we needed to speak just with Adam because he's the one who's had the more outstanding season. ▶

Career highlights

2015 Orica-GreenEdge

Clásica Ciclista San Sebastián
2nd GP Cycliste de Montréal
2nd Tour of Alberta
9th Tirreno-Adriatico

2014 Orica-GreenEdge

Presidential Tour of Turkey
(overall and stage win)
GP Industria and Artigianato
5th Amgen Tour of California
6th Critérium du Dauphiné

2013 CC Etupes/Great Britain

2nd Tour de l'Avenir

But even when you try to steer clear of their relationship, there is some inseparability about the Yates pair. They're not quite the Chuckle Brothers, but they room together, train together, race together and when Adam forgets to turn up at our agreed interview time on a wet evening before the Montréal Grand Prix, I find them downstairs doing a turbo session together in the hotel car park.

As much as we are here to talk about Adam, the subject of the pair of them slips as much into his conversation as it does my questions.

"It's not really a bad thing," says Yates of the unshakeable association. "If he wins, my name also gets put up there and if I win [vice versa]."

Early in their careers, it might have looked like Simon was the one flying the flag for the pair. He was the kid on the Academy, the winner of the World Points Championship at just 20 years of age in 2013 and the one who was called up for last year's Tour in the pair's debut pro season with Orica-GreenEdge. But it's swings and roundabouts with these two (just look at their Tour placings for a microcosm of this trend) and, right now, this year in general, it's Adam who's been in the hot seat.

Perhaps we can just talk about him for a bit now?

In the eye of the storm

Collisions between riders and race motorbikes have been a particularly prevalent topic in the pro bunch this year and Adam Yates couldn't have had a better view of BMC's Greg Van Avermaet being floored by one as he made his move at Clásica San Sebastián. "Sometimes we go down such small, dangerous roads, it's not really a motorbike's fault," he says. "They're just doing their job, riding along, and if someone attacks and someone's going backwards — like what happened with me and Van Avermaet in San Sebastián — where can they go?"

"I guess you could reduce the number of motos. But what happens if the road gets blocked and there's not enough motos to go forward and point things out further ahead. That creates a different kind of carnage."

Yates was also in the thick of another controversy when riders collided with a



Basquing in glory

Adam Yates may live (yes, with his brother), in Girona, but a bigger setting for his story is over in the Basque Country.

The racing in this independently-minded

northern Spanish region suits him well, with long mountain climbs but also some savagely sharp gradients. There's perhaps even something in its combination of hills, industrial parts and cheery inhabitants that seem a good fit for this 23-year-old native of Bury, Lancashire. But until this August, Yates's record of pro-racing in the region has been a history of accidents. Both times he's raced April's Tour of the Basque Country, he's been hampered by crashes — memorably this season after the rider in front of him struck a poorly marked line of bollards.

Things hadn't gone much better at last year's Clásica San Sebastián either, although he lays the blame there squarely on himself.

"I would have come top five but I crashed because I'm an idiot," he recalls of the incident on a corner of the fast descent into the city while in hot pursuit of Joaquim Rodríguez and eventual winner Alejandro Valverde.

Finally his luck in the region changed this summer when one week after completing his first Tour de France, Yates claimed his first WorldTour victory at San Sebastián. Soloing home 15 seconds clear of a group led by Philippe Gilbert

and Valverde, it was made all the more memorable by the fact he didn't know he'd won until he'd crossed the line.

"Ha ha, yeah that was a surprise," he says as we go back over the events of that day. "I couldn't hear anything at all on the radio. Maybe about a kilometre to go, I heard something. But I was asking if I was in the lead and the director was like 'good, good ride'.

"I was like, 'Yeah, that's not what I want to know. I need to know if I'm actually in the lead or not.' When you get into town, you go under this bridge and then all the crowd are at the side of the road and you can't hear anything."

Yates explains that his uncertainty was the product of attacks going on the final climb at the same time as earlier breaks were coming back. Bordako Tontorra is narrow, it dips and dives a little in places, and was thrown into an even greater mess this year when race leader Greg Van Avermaet was knocked off by a race motorbike just as Yates was bridging across to him. Although Yates saw the incident unfold and knew the Belgian's whereabouts was flat on the tarmac, he still wasn't sure if there were remnants of



Yates feels at home in the Tour peloton

the earlier break ahead.

"In the chaos and confusion, how can you tell? Sometimes you don't even know what's going on watching TV.

"My radio didn't work, I was asking

if I was in the lead for two and a half kilometres. There wasn't much more I could do. I tried to talk to the cameraman but he didn't really say anything."

In the end Yates had to seek out



Van Avermaet lies prone as Yates powers on to victory (Yates just out of shot)

confirmation from Orica's soigneur, Oscar Quintana (no relation), who was waiting behind the finish. The YouTube clip of him crossing the line is something of a viral sensation. Yates's moment of realisation is so explicit, you can't help but grin along with him.

"You're always better off not celebrating than celebrating for second," proposes Yates. "You see guys do it all the time — I've done it myself in the past when I was an amateur in France.

"I gave it the full one, like the 10, 15-second salute, and then it turned out I'd come second!"

But this time he could see Oscar.

"He was like: 'YEEEEEEAH!'", celebrating! So I was like 'oh, I must have won'."

Jewel in the crown

While Yates's win in San Sebastián will go down as the highlight of his year, it's really just the glimmering jewel in a string of results that have underlined his potential since finishing seventh overall at his first ever race in the pro ranks at the 2014 Tour de San Luis.

Asked if there's been one result that he feels really marks his arrival, Yates looks back to last year's Tour of Turkey: "It was my first big [stage] win, and my first big GC win — you can't really get much better than that," he says. "No matter what level it is, you just have to race whoever is there. Last year I went to Turkey and I had such a confidence boost, I went to California and then to the Dauphiné..."

His sentence trails off but the run of performances didn't. Top 10 overall results in the States and the Alps were followed by a one-day win in Italy's GP Industria and Artigianato.



Celebrating stage six victory in Turkey



With a future so bright, shades are the only option

"It doesn't take a lot to go for the GC — you just have to stay out of trouble"

"I think in general, as soon as you win a race, you know you can do it again and that confidence goes a long way."

Rapid progress

Much has been made of how quickly Yates adapted to the pro scene, but when the subject creeps up — in a conversation about how Julian Alaphilippe used to "kick the crap out of everyone" in the under-23s — he almost dismisses the subject.

"You see young guys coming up now and they're always doing well," he says "Like Magnus [Cort-Nielsen] on our team this year. He came straight from under-23s to getting top 10s in WorldTour races. I don't feel like there's a massive jump up. But maybe that's just me."

Although he has picked up some outstanding one-day results, Yates says

he prefers the test of consistency that is stage racing. And, with overall top 10s to his name in everything from Tirreno-Adriatico to the Tour of Alberta, Yates has shown he's a dab hand at them.

This year, Yates got his first ride at the Tour de France and came away with three top-10 placings, including that crunch day when the race first hit the Pyrenees. Sure, he admits there is a lot to get to grips with — "I realise now how stressful the Tour is; you watch it on TV and it just doesn't do it justice" — but he's getting a feel for where he stands.

"On one stage I tried to climb with the GC guys — after the rest day... Other than Froome who gave everyone a kicking, I was up there. I think I only lost 50 seconds to Quintana and Richie Porte."

This inevitably leads him to think maybe he should be allowed to target the GC in a Grand Tour: "even if it's just two weeks and if I'm not there we can always pull the pin and try for stages".

"Hopefully if I improve and get stronger, I don't see why we can't do top 10 in the future," he says. "It doesn't take a lot to go after GC, you just have to look after yourself and stay out of trouble."



Thinking of the Tour

Yates may make it all sound frightfully easy but he's not oblivious to the pitfalls and challenges a modern Grand Tour contender faces. In recent years the Tour especially has become about more than just being good in the mountains. Yates recalls experiences from early in this year's race sitting 80th in line, unable to move up, with potholes and kerbs coming at him like it was some kind of computer game. "I wasn't purposefully

losing time but the first week was so chaotic I was just losing time anyway. Cobble stages and crosswind stages are not really my favourites."

But despite being less than 60 kilos, there's a racer's instinct in Yates that makes him more than just a delicate climber. He started racing on the Manchester track. And, while Simon forged his career on British Cycling's Olympic Academy programme, Adam further cut his teeth on the dog-eat-dog French amateur circuit.

"In the amateurs you'd be going with the break, trying to go for sprints, trying to go for climbs," he says.

By comparison, Yates says pro racing seems regimented. And of the two Grand Tours he's ridden, his preference lies with the biggest of them all.

"The Vuelta's too hot," he laughs. "A guy from Bury doesn't ride well in 40 degree heat. The Giro is probably the best one for me but I've never done it before so we'll see.

"Honestly, the Tour is probably the one that suits me the best. It's a lot more controlled and it's decided more on finishing climbs. You have all the strongest guys in the world there. That's the one I'd like to go back to and perform at."

So there you have it: he's only looking ahead to his third pro season but Yates is already sizing up his overall chances in La Grand Boucle. That may sound bold but his career arc points that way and Yates is someone who's proved himself capable of following up on his speculations. As we wrap up the interview, he talks positively about his prospects for the next day's race around Montreal. Less than 24 hours later he is standing on the podium. ■

Flashback: What will you be doing in five years' time?

Five years ago Adam and Simon Yates took *Chris Sidwells* out around their native Lancashire for a *Cycling Weekly* ride feature. A bright future already beckoned for the then 17-year-olds but no one imagined they'd get so far so soon. Below are a few choice excerpts from that 2010 article:

■ They're doing a BTEC National Diploma in sport, but with little enthusiasm; they want to be pro bike racers, period. "We just think there are more opportunities to do it now than there might have been before," says Adam. And when you think about it, with their talent, in the position they're in and the way the job market is, they'd be crazy not to give it a full-on go.

■ Listening to the twins is interesting. As you might expect they are two sides of the same coin. They've always been like that: "When they were really young and they wanted to reach something, one would kneel down and let the other climb on his back to get it. It didn't matter which one, they did it instinctively," their mum said before we set off.

■ Do they chase if the other is in a break? "Never," they say together. So is it getting to the point where it's who gets into the break first wins? "Yeah, it is a bit," Simon starts. "In a race in Dover, we actually attacked at the same time on opposite sides of the road. We hadn't planned it, it just happened. It was good, the others didn't know who to chase," Adam adds.

■ Their ambition is to get in a "ProTour road team," they say together. Their favourite road pro is Andy Schleck – must be the solidarity of brothers. But they put an Olympic medal above a road Classic or Tour stage when asked which one they'd take if it was a given.

■ Whatever happens next year the twins will pursue their shared ambition relentlessly. "It doesn't matter where we go, where we live, so long as we make it," Adam says as Simon nods his head in agreement. They're a force of nature these two – watch out for the flying Yates twins, they've got a bright future.



A modest finish at Il Lombardia rounded off a successful season

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Condor Cycles launches new aero Leggero

Designed in Britain, hand-built in Italy: *Paul Norman* takes a look at the aero bike that is set to take on the world's biggest brands

Making a quiet debut in the early stages of the Tour of Britain, the 2016 Condor Leggero has gained aero features while retaining its low overall weight. Condor Cycles has been around for a long time and has produced bicycles ridden by such famous names as Tom Simpson and Bradley Wiggins. It's still based on Gray's Inn Road in London, where the original shop was opened by Monty Young in 1948. Originally building bespoke bikes in steel, the company has moved on via aluminium to carbon fibre. It's also moved its production facilities to Italy, still building frames by hand, in defiance of the general migration to Taiwan.

Sponsorship history

The company has been involved in racing for much of its existence, including sponsoring the Condor-Mackeson team in the Sixties, which nurtured many of the top riders of the time. Condor's current team is the UCI Continental JLT-Condor, which was recently active in the Tour of Britain.

Condor's Leggero frame has a long pedigree and was ridden to the UK National Championship road race title by Kristian House in 2009. House is moving on to One Pro Cycling next season, but the Leggero frame continues. During its time, the Leggero has gone through

a number of iterations, and the latest version was launched by Condor at the Cycle Show last month.

The frame is built in Italy using tube-to-tube construction methods: the frame's tubes are hand-cut then wrapped in additional layers of carbon-fibre to create the joins and add extra strength at key points in the frame. The resin used to bind the carbon-fibres together contains nanoparticles so less resin is needed compared to conventional epoxy. The result is a lower overall weight. Condor claims that the nanoparticles also help dissipate road vibration too.

Customer feedback

Condor started the 2016 redesign of the Leggero with the premise, based on feedback from its riders and customers, that many aero bikes are fast at the expense of rider comfort. So it set out to design a frame with aero features but which would still be comfortable enough to be taken out for day rides by non-racers.

The 2016 Leggero frame's most obvious aero features are around the rear triangle. Here, its seat tube has been modified to a kammtail profile and is topped by a kammtail seatpost, with the clamp recessed into the top tube out of the airstream. The rear wheel sits closer to the back of the seat tube, which is recessed to provide a more streamlined



The British Leggero is on a par with its American rivals

junction than on the outgoing model.

The seatstays have been made wider and more aero and meet the seat tube lower down. Condor claims that they provide greater lateral stiffness too. The tapered fork has been subtly modified and now has straight blades, while the oversized bottom bracket and internal cable routing are carried over from the previous model.

No weight penalty

The bike on display at the Cycle Show was a size 55cm kitted out with Dura-Ace mechanical and Mavic Ksyrium Pro carbon wheels, which Condor weighed at 7.22kg, so lightness hasn't suffered in making the Leggero more aero. The bike's weight is comparable to the new more-aero Trek Madone and is significantly lighter than Specialized's new Venge ViAS aero offering.



Race tested

JLT-Condor's Richard Handley has already ridden the new bike in a number of races, including stage one of the Tour of Britain and the CICLE Classic. JLT-Condor expects to use the Leggero in races over rolling and rough terrain next season. For more mountainous races such as the Tour of Langkawi, the team has an even lighter option available in the Leggero SL.

Custom options

The 2016 Leggero frameset will be available from February 2016 for £2,499.99 and a complete bike can be specified using Condor's online bike builder. For an extra £125 you can specify your own geometry or colour, although there's a 20-week wait for the former and eight weeks for the latter to be delivered.

OUR TAKE

There aren't many pro-level bikes that you can specify to your exact requirements and are available as a complete bike from around the £5,000 mark. That it's from a UK brand, hand-built in Italy and competitive in weight with top-level aero machines from powerhouse brands is all the more impressive.

Adding aero features to a proven frame design is a good move by Condor. It allows the brand to retain the all-day comfort features of the previous generation Leggero while keeping up with bike design trends and providing just that bit more competitive edge for its professional riders.

HOT STUFF

Castelli Cross Sanremo Speedsuit

If cyclo-cross is your thing and you still want to reap the aerodynamic benefit without turning blue in the often sub-zero temperatures, then maybe take a look at this, the Cross Sanremo Speedsuit. Thicker fabric, longer sleeves and yet featuring practical pockets, it should keep you happy in the late autumn and early spring road events too.

Contact: www.saddleback.co.uk
Price £190
Report November



Knog Blinder Road 250 front light

Forming part of our front lights test, this Knog Blinder offers great versatility. For a penny below £60, you get two front LEDs which provide eight different modes, including a flash mode. The relatively small unit weighs 76g and has battery and mount built-in.

Contact www.todayscyclist.co.uk
Price £59.99
Report October



Correction

In the September 24 issue of *Cycling Weekly*, in our aero wheels test, we misprinted the overall weights of the WTF50 carbon clincher and the Edco Livigno. The WTF50 weighs 1,560g (pair with skewers) and the Edco Livigno weight is 1,919g (pair with skewers).

Giro Empire VR90 shoes £219.99

Product of the week

Like it or not, the road season is in its final throes, so it's time to dig out the cyclo-cross bike and some kicks

with a bit of tread, such as the Giro Empire VR90s — off-road versions of the superb Giro Empire ACC shoes that do an excellent job making the transition. Comfort is undoubtedly the highlight, with the retro laces making it easy to get the right level of tightness all around your foot. The carbon sole is the same one used on the road version, so offers seriously good power transfer, while the tread is also good and there's the option of toe spikes in case things get icy. The only downside is the price, but if you're serious about your cross, then it's a price worth paying. *Henry Robertshaw*

640g
(pair, size 43)
www.zyro.co.uk

9



Tacx Mini Allen key set with chain rivet extractor £13.95

Two new tool sets from Tacx are more of a 'mini tool set', than a multi-tool, which are compact and solid in construction. Our test set with the chain rivet extractor has removable tyre levers that reveal the interchangeable tools that slip into the end socket, and the solid construction enables pretty firm leverage when in use. The Mini Allen key set fits very conveniently into the back pocket, weighing 170g and measuring 180x46x15mm.

The comprehensive range of 'heads' are retained under the tyre lever by quite a strong magnet. So much so that they are not that easy to get out; particularly, I would think if you were in a hurry, or on a wet, cold roadside. *Simon Scarsbrook*

8



Biemme B-fluo leg-warmers £45.00

Biemme's fluoro legwarmers are a shockingly bright yellow, so there's no excuse for anyone not to see you coming. They're made from a stretchy knitted polyamide and have a single flatlocked seam up the back. The weave is structured, so that there's a slight curve and a more stretchy area over the knee. This makes them comfortable to wear and they're easy to get on and off, even when wearing cycling shoes. The stretch also means that they stay put once on and can be pulled a long way up the thigh. Despite the weave being quite open, I found the warmers comfortable and windchill resistant at temperatures around 10°C. They're also quick-drying, pocketable and easy to wash — but just a bit bright for retiring types.

Paul Norman
102g
www.creazzo.co.uk

8



Bontrager Velocis helmet £159.99

The Bontrager Velocis is designed for hot summer days, with superb ventilation that certainly goes a long way towards justifying its top-end price tag. The large central vent and internal channels really do a great job of sucking in air at the front and spitting it out again at the back. The weight, just 226g is also impressive, and the slimline appearance looks good too. However I found the fit a little odd, being long and narrow, and I struggled to make this helmet truly comfortable even with the good level of adjustability offered by the dial at the back. The position of the vents also made it difficult to slot sunglasses in securely when you're not wearing them.

Henry Robertshaw **226g**
www.bontrager.com

7



BBB Summit sunglasses £69.95

If you don't want to spend loads of money on some new shades, then the BBB Summit sunglasses could well be for you. The frame is close to indestructible, and you could probably tie it into a knot before you broke it. You also get three different lenses for different conditions — highly impressive given the price — which are really easy to get in and out thanks to the fact that the nosepiece can be snapped down. However, I was quite disappointed with the general feel of the glasses. Making the frame flexible has also given it the feel of a much cheaper frame and it also moved about a bit while riding, while the lenses were susceptible to misting up on steep hills.

Henry Robertshaw **31g**
www.windwave.co.uk

7



Prendas Solo Superia jersey £40.00

This recreates the 1960s team jersey of Rik van Looy's Solo-Superia team. It featured many of the top riders of the day and in April 1965 was joined by 19-year-old neo-pro Eddy Merckx. Despite the retro look, this is no woollen heavyweight, but a jersey made in Lycra fabric by Santini, and has all the modern features which you would expect: full covered zip; three rear pockets plus a fourth zipped valuables pocket; and rear reflective tabs. It's comfortable to wear too, and the high collar is just what you need now that the weather's beginning to get a bit nippy. Although not as iconic as Merckx's later Moltini team jersey, this is nevertheless a great looking retro design which still looks fresh 50 years on.

Paul Norman **157g**
www.prendas.co.uk

8



Pro Bump Wear shorts £TBC

Pro Bump Wear aims to address the threat of road rash to your hip and thigh when cycling. The shorts have a reinforced silicone panel on the side that is designed to absorb energy and reduce injury. Having raced in a prototype pair for most of the season I never crashed when wearing them, prompting me to question if that is actually how they work! Although noticeably heavier than a traditional pair, I did not feel this put me at a disadvantage and in wet conditions the added protection gave me confidence. There was some crimping and bunching, but our test pair was only a prototype and we understand that the makers will be improving the fit in the final production samples.

Oliver Bridgewood **200g (claimed)**
www.probumpware.com

8

LONG TERM TEST

Eight months later

Gore Xenon Windstopper gloves £49.99

Although not super-warm, the Windstopper fabric works well and the gloves are not bulky. Once I've warmed through I am usually comfortable down to around five degrees. They don't do too well in the rain though, as the palms wet out, get cold and never really dry again. PN **8**
www.goreapparel.co.uk



Xenon: warm in the dry

Can't live without

Endura arm-warmers £17.99

Now the mornings have started to cool these warmers are coming into their own. They look a bit hammered now but still do the job just fine, although the elastic in the top grippers is losing its stretch. PN **8**
www.endurasport.com



It's arm-warmer season again

Ruby Elite Disc

£2,000

Tested by: Jocelyn Mack | Miles ridden: 934 |
Size tested: 48cm | Weight: 8.9kg/19.6lb

It is only recently that manufacturers have started to take the female bike market seriously. The days when a bike maker's nonchalant shoulder shrug was followed by an exclamation of 'shrink it and pink it!' no longer cuts

the mustard in a market where savvy shoppers are demanding more comfort and performance from their machines.

Specialized is one of the few companies that has ploughed thought and put much research into its women's range, with all models offering female-tailored geometry and contact points. The Ruby Elite Disc is marketed as an endurance bike and promises comfort over any road.

Frame

While the Ruby may look like a shrunk version of the men's Roubaix, it is far from it. The female-specific geometry offers a taller head tube, longer seatstays and a shorter top tube: especially good news to the more petite rider.

These welcome features bring a degree of comfort to long rides and result in a more upright position, as you would expect to see on an endurance bike.

Composed of Specialized FACT 9 carbon, the Ruby is a touch heavier than others in the women's range made from the lighter FACT11, but surprisingly that doesn't hold

it back. You may not leave the peloton behind in a cloud of dust, but the bike has some poke when required.

The Zertz vibration dampers on the forks and seatstays are effective, and though riding over the potholed roads of the UK will never be vibration-free, this bike does a good job at smoothing out the ride.

Specification

It's not just the geometry that makes this a comfortable ride. It is enhanced further with female-specific contact points: handlebars narrower in width and with shallower

drops, a women's saddle and shorter, 165mm cranks for more efficient power transfer.

As with many bikes across the Specialized range, an FSA chainset deviates from the rest of the groupset, which is SRAM Rival in this instance. Shifting wasn't totally without fault, with a few derailments out on the road.

The 34/50 up front complemented with a 11/32 will see you up tough gradients in the Lakes, take the edge off Alpine climbing and see you hold your own on the club run.

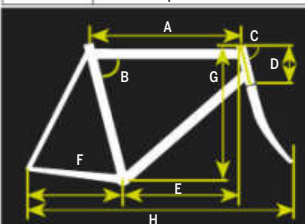
Some may argue that a compact isn't needed on UK roads. But the heart wants what



Ruby Elite Disc £2,000

Frame	■■■■■■■■■	7/10
Specification	■■■■■■■■■	8/10
Ride	■■■■■■■■■	9/10
Value	■■■■■■■■■	8/10

Distributor	www.specialized.com
Frame	Specialized FACT 9r carbon
Fork	Specialized FACT carbon
Size range	44, 48, 51, 54, 57cm
Weight	8.9kg
Groupset	SRAM Rival 11-speed with FSA chainset
Alterations	None
Gear ratios	50/34, 11-32
Wheels	AXIS 2.0 Disc-SCS
Tyres	Specialized Espoir Elite
Bar	Specialized Comp short reach
Stem	Specialized Comp Multi, 3D forged alloy
Seatpost	Specialized CG-R, FACT carbon
Saddle	Lithia Comp Gel



SIZE TESTED: 48

A	B	C	D	E	F	G	H
52.1cm	74.5"	71.2"	13cm	37cm	41.5cm	52.9cm	98.7cm



The Ruby sparkled over long distances



Brake through: discs are gaining road popularity

the heart wants, and I found a use for it. Stronger riders may want to upgrade this but it certainly does the job.

The real head-turner on the Ruby are the disc brakes.

While they do add weight, this minor disadvantage is outweighed by their more responsive performance, which is unaffected by inclement weather. Disc brakes are a welcome addition on an endurance bike, especially if you plan on taking your bike on long Alpine rides or use it with chunkier tyres on bridleways.

Riding

The Ruby Elite offers a stable ride, and even though it only just scrapes in under the 9kg mark, it is reassuringly responsive.

Riding it on this year's Etape du Tour was the ultimate test. The Ruby held its line well on the descents, sweeping around tight hairpin bends and riding well out of the corners. It even felt stable under slower climbing conditions.

The tricky descent off the Croix de Fer felt solid with

the discs instilling extra confidence. Just a touch of the brake lever and the bike comes under command.

Resisting the urge to swap in a tried-and-tested saddle, I gave the Lithia Comp Gel a fair shot and was pleasantly surprised with its degree of comfort. The cutout section is a defining feature to staying happy on long miles.

Value

If you're looking to move away from entry-level models, this is a solid bike that will see you to the end of whatever ride you choose to tackle.

This sits well in a competitive market at the £2,000 price point. With a few key upgrades, such as lighter wheels, you could have yourself a decent all-year-round machine.

Verdict

With each fiercely sweeping descent in the Alps, with each tough gradient on Dartmoor and with each tight hairpin bend on the island of Majorca, this bike impressed. It's clearly a well thought-out machine that hits the nail on the head when it comes to female geometry and endurance riding.

The disc brakes are the show-stealer, and with disc brakes now being tested in the professional peloton, will we one day look back fondly and laugh over rim brakes? To me, discs are a no-brainer: they offer the extra degree of control

and confidence on long descents and, more importantly, in all weathers.

The only downside to the Ruby was the odd missed gear — as the set-up needed tweaking — and the occasional dropped chain.

8

For

- Comfort over long miles
- Addition of disc brakes
- Women-specific geometry and contact points

Against

- FSA chainset
- A little weighty





Photo: Graham Watson

Cycling
WEEKLY





Cycling
WEEKLY

Water-resistant overshoes

Paul Norman hunted down five pairs of lightweight overshoes to keep his feet dry on damp autumn rides

What

I've tested overshoes from five top brands to see how they cope with the autumn's unpredictable weather conditions. I've looked for models that are light but still claim to be waterproof or water-resistant.

Why?

It's that time of year again when, although you can't count on the weather, you can count on the roads being damp a lot of the time. It's not too cold yet, though, so a full-on neoprene winter overshoe is overkill and a bit too warm. The models I've selected aren't heavily insulated, and are designed to offer improved comfort through the autumn months.

How?

It hasn't been difficult to find rain over the last few weeks: ideal weather to get out and see how these overshoes bear up in the face of wheel-spray or a real deluge. I've also assessed how easy they are to get on and off, if zips stay up, and whether they're robust enough to tide us over until it gets cold as well as wet.

HOW WE SCORE

- 10 - Superb, best in its class and we couldn't fault it
- 9 - Excellent, a slight change and it would be perfect
- 8 - Brilliant, we'd happily buy it
- 7 - Solid, but there's better out there
- 6 - Pretty good, but not quite hitting the mark
- 5 - Okay, nothing wrong with it, but nothing special
- 4 - A few niggles let this down
- 3 - Disappointing
- 2 - Poor, approach with caution
- 1 - Terrible, do not buy this product

Gripgrab RaceAqua £39.95

I found the Gripgrabs rather difficult to get on, but once zipped up they provided a good, close fit over my cycling shoes. The overshoes' base is made of a more wear-resistant fabric and has openings for the cleat and at the heel, but is otherwise quite well enclosed. The base comes a little way up the back of the overshoe to add resilience to this area too.

The uppers are quite thin and stretchy, and there's a single taped seam up the centre. The zipper has a wide flap behind it, which stretches up over its top and forms an external flap over the puller, while the elastic top cuff fits closely around the calf and helps keep out trickle-down from the top.

The overshoes kept water out well and the robust base material stood up to walking and knocks from pedals but the uppers are quite flimsy, so they are somewhat prone to scuffing and wear from the cranks.

Weight
86
grams

8

Sizes: S-3XL (shoe sizes 38-49)
Colours: black, white



Sealskinz Lightweight £30

Sealskinz's socks have made many a wet ride that little bit more comfortable, and now the company has extended its waterproofing nous to overshoes. There are two seams across the uppers and a separate toe-piece made of a more wear-resistant fabric. All the seams are taped to keep water out and there's a long rear zipper with an inside flap and reflectives running its length on both sides. The overshoe sits quite high up the calf and there's a Velcro strap to help keep them in position. For an extra £10, Sealskinz sells the award-winning Halo version, which has a red blinky in the back of each overshoe for added winter safety.

The base of the shoe is fully open, so that surface water can get to your shoes through here. There's a Velcro strap across the bottom's centre to hold the overshoes close across the arch of the foot, this is a clever idea as it makes getting them on a bit easier. They've been robust enough to shrug off minor scrapes too.

Weight
116
grams

8

Sizes: S-XL (shoe sizes 36-49)
Colours: black



Mavic Cosmic Pro H2O £35

The Mavic has quite a light upper which is built on to a more sturdy base, giving great walkability and being structured to fit well around the sole. There's a fully enclosed heel so that water doesn't get in at the back, and a tab to help get the overshoe over your shoe's heel.

The overshoes come up high around the ankle and there's a long waterproof zipper with a reflective cover and a Velcro tab at the top.

The uppers have a single seam up the centre, although this is taped and sealed on the inside, so that water ingress is not an issue.

Out in the wet, the overshoes repel water well, and the almost fully enclosed base means that wheel-spray is kept at bay. I did find the top cuffs quite wide, though, so water running down my leg tended to find its way to my shoes eventually. The base held up well to walking, although the stitching around its seams is a potential weak point.

Weight
130
grams

9

Sizes: S-XXL (shoe sizes 36-48)

Colours: black



Endura FS260-Pro Slick £22.99

Endura's pro-level overshoes come with an elastic strip around the top, which is effective at keeping them close-fitting around the calf and stopping water ingress downwards. They have an open bottom from just behind the toe to the heel, though, so any surface water hitting the base of the shoe tends to find its way in. There's a central seam up the middle of the upper, which is flat-locked and sealed.

The zipper is quite short, though because the overshoes are stretchy it's easy enough to get them on and off. Since the zip isn't waterproof, rain can find its way in eventually. There's a small reflective strip on the outside rear beside the zipper, but otherwise you are relying on the fluoro green fabric to draw attention to your presence.

In use, I found that the toes tended to ride up a bit over the front of my shoes and the light fabric meant that there was some scuffing and signs of early wear, so longevity may not be great.

Weight
92
grams

7

Sizes: S-XL (shoe sizes 37-49.5)

Colours: black, white, hi-viz green, silver



Castelli Nano £35

Castelli's Nano is very lightweight and very stretchy. At first glance, it looks as if you've ordered the wrong size, but they fit well over shoes without any loose material. The zippers are reasonably resistant to water ingress, although the zip can undo at the top if you don't get the puller firmly locked down.

The stretchy, silicone-coated Lycra uppers wrap over to form the soles, and are joined with a single central seam under the foot's arch; there's no heel or toe reinforcement. This makes them a bit fragile when clipping in or walking, and my test pair had torn around the cleat opening after a few outings.

The Nano is comfortable when pedalling and keeps road spray and grime at bay, although, with their unsealed central seam, there's some water ingress in sustained wet conditions. The tight fit and small cleat openings mean that they stay warm too, although they feel a bit delicate and may not be very abrasion resistant.

Weight
70
grams

8

Sizes: S-XXL (shoe sizes 36-48)

Colours: black, silver, yellow fluoro



FITNESS

How do I... avoid overtraining?

The symptoms of overtraining are different for everyone, but there are some common signs to look out for

Vicky Ware

Overtraining isn't just something full-time riders suffer from. Even if you're only doing eight hours of training a week, it's possible that your body isn't recovering. Ultimately, you'll become depleted rather than stronger. 'Overtraining' could just as easily be called 'under recovering'. If you've got stress at work or are constantly rushing around between one thing and another with no real down time to relax, or if the food you eat isn't adequate in terms of calories or nutrients, you won't recover properly.

But what signs should you look out for?

Emma Grant of Epic-Scott Contessa is currently guest riding for Team Colavita in the US. She has experienced overtraining at first hand and recognises the symptoms. "There are mental and physical signs of overtraining," she says, "If everything feels like an effort — even just the thought of putting your kit on, you struggle making decisions and have a foggy brain and feel unable to focus or have no get up and go or desire to be sociable, they're all signs you're overdoing it." It's important to check in with yourself

and ask if your body can cope with the demands you're placing on it. Grant says "I have to be very honest with myself and ask myself how I am feeling every day and adapt training to that."

There are also plenty of physical signs you can watch out for in training that could mean you're not recovering adequately. Grant looks for "a consistently elevated resting heart rate, frequent colds, poor digestion, feeling dizzy when standing up, heart rate failing to rise to normal levels on the bike, a higher perceived rate of exertion on the bike relative to power output, feeling 'flat' and lethargic and constant hunger." Last but not least Grant reveals the gravest symptom of her overtraining, "not getting a buzz from caffeine anymore!"

Incorporating mid-season training breaks even if you're not a full-time racer might be a good idea. Grant recommends taking a longer break if, "you don't come round after taking a week off the bike mid-season." Although you might feel as though you can't take the time off, in the long run you'll save more

time when you don't have to take a year off with long-term fatigue. Grant concludes with some final advice, "Put your health first and say no when you need to without guilt!"

Essential points

- Be honest with yourself
- Don't ignore symptoms
- Rest if demotivated
- Psychological stress adds to training stress

Try a restorative yoga class. These are designed to teach you how to fully relax, something we tend to be pretty bad at in Western culture. You'll leave with techniques you can use to chill in daily life.

Measure heart rate variability. The gap between heart beats shouldn't be completely regular (e.g. one second between each beat) but should vary as your body quickly adapts to make marginal changes to your heart. Too little variability means you need rest.

Although you need to do some sessions when you're not 100 per cent rested to give your body the training load required to induce adaptation, there's a big difference between that and full-body fatigue.

YOU
SAY

I was constantly overdoing it. Then I discovered the wonders of a proper diet and recovery.

Jamie Winter

Listen to your body. Overtraining can lead to the weaknesses in your body turning into long-term niggles.

Clive Turley



Although a good blast on the bike can blow out the cobwebs of a stressful day at work, done too often you're actually adding to the stress your body is dealing with rather than 'stress busting'.

If you lack motivation to train on your bike, try some cross-training for mental recovery.

Integrate rest periods into your daily, weekly, monthly and yearly training and general life. Although it's a good idea to take an easy week on the bike during a particularly stressful period at work, work stress isn't rest.

Trying a different sport may make it easier to do an easy session as you can't compare yourself to previous performances on the bike.

Notice how you feel when you wake up in the morning. Aching legs are normal if you're midway through a training block, but feeling as though you've got lead weights pressing you into bed isn't — it is a signal to rest.

Slow recovery, no power and no motivation are some of my symptoms of overtraining.

Stefan Pearce

I'm still recovering from too many years of training hard without adequate rest.

Wendy Davis

Rest on the bad weather days.

Mark Tucker

Would be nice to find the time to train, never mind overtrain...

Kevin McCusker

Things to do this week

LA Muscle Energy Gel

LA Muscle's energy gel covers the bases as well as the more well-known companies. It may only be available in orange flavour but that is where its limitations end. Each gel contains added BCAAs, which research has suggested can help prevent muscle catabolism by providing an energy source without your body robbing protein from muscles. There is also a considerable 120mg of caffeine and 27g of carbohydrates per gel, which is plenty to give you the energy boost needed when out on the bike.

£1.99 per gel

www.lamuscle.com



Pomegranate

Autumn is the season where pomegranates are at their best and adding pomegranate seeds or juice to your diet not only adds a flavoursome punch but also brings about significant health benefits. Pomegranates are full of flavonoids, polyphenols and punicalagin, which have been seen to show anti-oxidant properties that lower blood pressure and offer protection against heart disease and cancer. A glass of pomegranate juice has more antioxidants than green tea and blueberries, so don't underestimate this tasty red fruit.

Split squat

Activating and improving your glute strength should be a priority for any cyclist and the split squat is a great way to do this.

- Take a stride forward while making sure you are properly balanced.
- Lower yourself towards the ground by dropping your rear knee towards the ground and bending your front leg to 90 degrees, making sure your back leg stops an inch or two short of the ground.
- Make sure you don't let your front knee drift beyond the toes of your front foot while maintaining an upright posture.
- Return to the start position by straightening your legs and repeat.
- Complete one set of eight on each leg and repeat three times with 30 seconds' rest between each set.





Should you really train like a pro?

Busy work and family lives will get in the way of your riding. *Vicky Ware* takes a look at five real world ways that you can mimic the pro lifestyle

Photos: Jesse Wild

Watching pros battle for glory in your favourite race can make you want to emulate whatever it is they're doing to go so fast. How many hours a week do they train? What are they doing in training that has made them so much faster than us mere mortals?

With a very different lifestyle to a full-time athlete, is it possible to train like a pro? There are certainly lots of lessons amateurs can take from the way professional cyclists train, but copying exactly what they do is likely to lead to exhaustion rather than speed. A direct translation from pro training to the life of someone with a full-time job isn't a good idea if you want to get fast, but there are some features that can be taken from pro life to improve your cycling prowess.

Focus

Steven Gallagher, Director of Dig Deep Coaching, is an ex-pro with seven years of experience in the pro peloton and now coaching amateur riders, giving him a great perspective on how pros train v what amateurs tend to do. "What pros have done for years and something I learned from my time racing as a professional is that you need to narrow down the focus of the training to that which will help you reach your aims the best way possible," says Gallagher.

This is something many people fail to do. Sitting down at the beginning of a training block and deciding what it is you want to achieve in cycling, with focus on long and short-term goals, is one aspect of training that often gets pushed to one side. Now, as the season draws to an end is a good time to do this if you haven't

already. The goal is the end destination and from there you work out the steps you need to take to reach it, and how long the journey will take. Your end goal might be to be a world champion but you will need to make stops at other destinations along the way; regional champion, and national champion are all stepping-stone goals to the big one. However without any goal at all you are likely to flail around aimlessly, possibly you will still be getting fitter and faster but with no real way of measuring whether you have achieved anything or not.

Personalised training

"The amount of hours, rest and intensity required in training is different from person to person, but making it specific to you is what I believe to be training like a pro — probably best put as the 'ethos of training like a pro'," explains Gallagher.

When you think of training like a pro in these terms, it is very much something an amateur should be focusing on, "making your training specific and personal to you [is] for sure [how] people with full-time jobs, families, busy lifestyles should train — in fact it can be more applicable to those people with less time to give to training as nothing can be wasted if wanting to maximise each session." As an amateur you can't train like a pro, but neither can you train like your club-mate or ride buddy; the only effective training is the one that is right for you.

While it's not advisable to hunt your favourite pro down on Strava and copy every ride they do while also trying to hold down a full-time job and spend time with family, there are certainly aspects of pro life that you can bring to your own training. Making sure your training is specific to you, getting adequate rest and being realistic with a long-term view can ensure you're on track to achieve your cycling goals.

Five ways you can train like a pro

1) Ditch the junk miles

What are the key things that can be taken from the way professional cyclists train? Gallagher thinks, "The first thing I think amateurs can learn from pros is that you are either 'training' i.e. doing a session that is progressing or enhancing your fitness or technique, or you are 'recovering' i.e. getting adequate rest that will allow you to hit the next training session 100 per cent. I have found that

many amateurs do too much riding in-between these two intensities which is neither making training hard enough to make good progress or doing it easy enough to aid recovery or stimulate adaptations by resting."

Make sure your training is truly polarised; make the hard sessions hard and the easy sessions easy. You'll need a heart-rate monitor or power meter, and an understanding of training zones to maximise what you are trying to achieve.

2) Planning ahead

When planning your year in training, don't just go with a traditional cycling season of trying to be on-form from April to September. For a pro rider their entire year is based around their season goals. If focussing on the Tour de France, the year is broken up into blocks of training counting back from the start date of the race. Key races are scheduled in to test their fitness against others and get exposure to the intense efforts that can't be replicated in training. This is the ideal way to plan your year so that you peak for the goal that is most important to you rather than being middling fit all summer. But does this routine fit with your life? Do you have a job that is most stressful at a certain time of year, for example? If so, you would be wise to take that into account when planning both your training and your goal event.

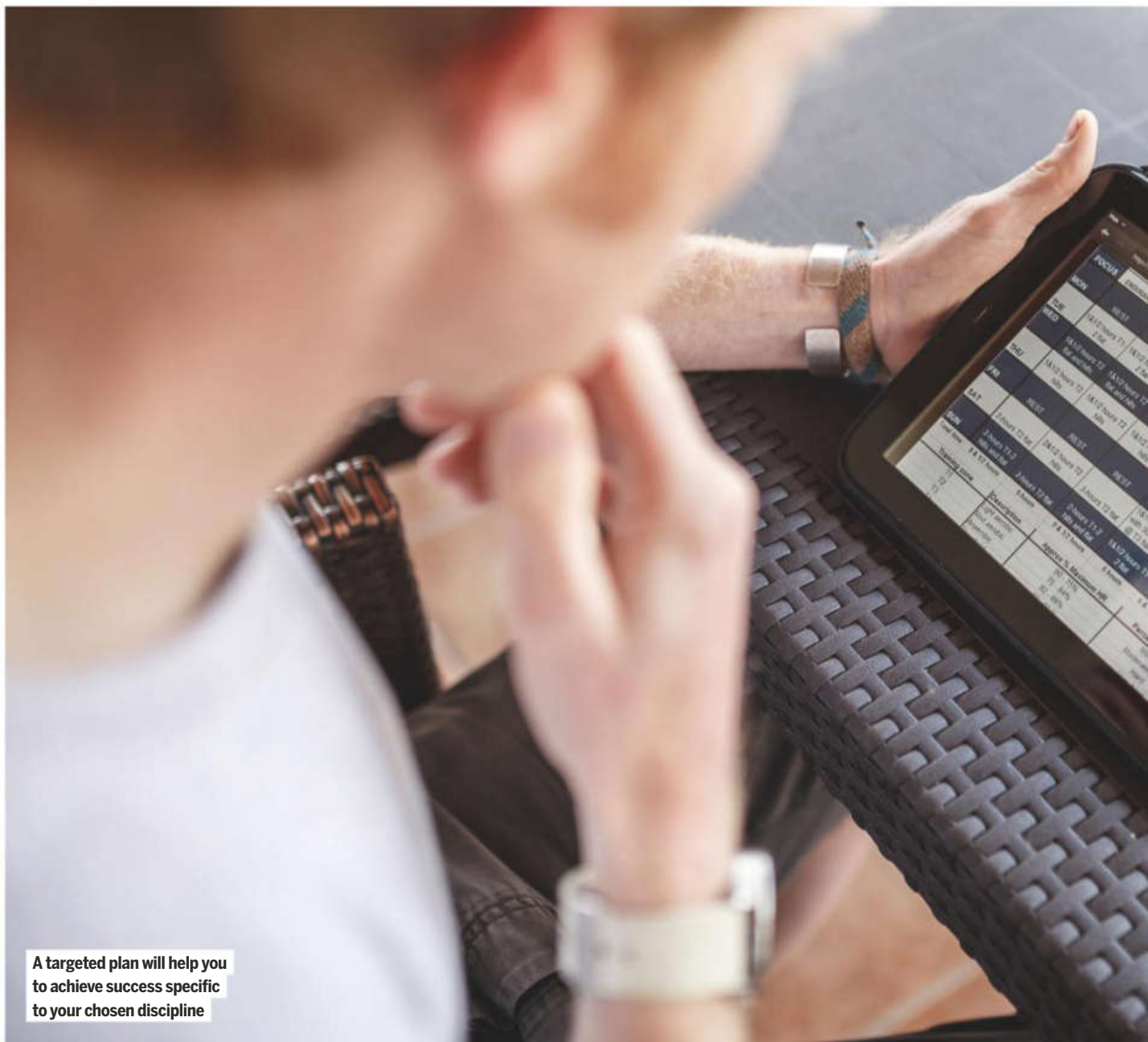
3) Sacrifice

How many sacrifices are you willing to make to get faster? The life of a pro isn't all glamour, when not racing or riding their bikes their time is taken up looking after themselves with stretching, massage and eating well. Are you willing to forgo your Friday night out for an early night with a protein shake? Be realistic about what you're willing to give up. If you're not a pro, cycling is for fun so making your entire life purgatory to achieve your goals may not be worth it. On the other hand, maybe you're willing to forgo some aspects of your social life for a period to see how fast you can get. Really thinking about where your priorities lie and what your goals are will help you get the most from your training.

While being disciplined and cramming in training sessions might feel like the right thing to do you can end up training less effectively because you are tired and rushed. Sacrificing recovery time,

What does it mean to you?

One issue with attempting to train like a pro is realising that everyone, even pros, has a different idea of what it means to do this. "The term 'training like a pro' probably means something different from person to person but for me it means making your training specific, targeted and personalised," explains Gallagher. Rather than thinking in terms of hours or miles done by individual professional riders, it brings the focus back to the only person who can achieve your goals: you.



A targeted plan will help you to achieve success specific to your chosen discipline

When not to train like a pro...

Injured – Pros will often continue to straight after a crash. With tailored medical support and a need to not lose fitness, they can afford to. It's different as an amateur. Take some time off and get proper rest. You'll heal quicker.
Motorpacing – There's a lot of skill in motorpacing, and UK roads aren't particularly suitable. It's also far more specific to the requirements of pro racing.

time with friends and family could mean you end up with worse results, even if these sacrifices are made with the best of intentions. Being unrealistic with how much time you have to train can lead to disappointment when you don't fit in the training you hoped to do and exhaustion if you fit it in at the expense of adequate recovery. This isn't something a pro would do. They know how much training and racing is going to take out of them physically and mentally and they don't expect to race well if they're training to the point of exhaustion.

This is another area where targeted,

specific training can make all the difference and reduce the number of hours you spend on the bike each week and more importantly maximising the ratio between hours you spend on the bike and the amount you improve. "Making the training specific to you and your goals is something we try to reflect in our coaching with individuals and we have seen great results," explains Gallagher, "This does not mean a person with a full-time job or busy family needs to sacrifice other aspects of life to better their cycling but they can make training more specific and targeted."



4) Off-season down time

Although pros probably spend many more hours in the saddle than you, they also have a lot more time to recover. Your responsibilities off the bike are likely greater and spread over different aspects of life, meaning you need to make recovery a priority, even if you're training for fewer hours.

If you've had a busier summer than you would have liked with work, and not done as much training as you planned, it might be tempting to head straight into winter training without taking an end of season break. Psychologically,

What makes a pro different from the rest of us?

Experience

One thing that many pros may have over amateurs is the fact they've been training from a very early age. While genes, temperament and upbringing come into play, one thing the pros all have in common is countless hours on the bike.

This doesn't mean you should give up because you didn't start 20 years ago, but bear in mind that the pros are only capable of riding 30 hours a week because they've been doing it for years. A popular and often quoted research paper suggests it takes 10,000 hours of practice to become proficient at something. While most pro riders started as children, it's good to know that if you started cycling late in life, you have plenty of improvement still to come!

In it for the long haul

Pros also tend to have a more long-term view of training and racing which affects their day to day decision making. Panic training, something most amateurs succumb to at some point is unlikely to happen to a pro-rider. They don't panic and attempt to

become world-class in a three-week training block. They are well aware from years of experience that it's not actually possible.

Having some perspective on the big picture allows you to take time off with injury or illness when you need to in the knowledge that you can steadily regain your previous fitness levels. Keep your long-term goals in mind and realise a day off to shake off a cold now could save you three weeks off later.

Not just pedal pushing

Pros know that improving isn't just about hours spent training. Seeing a physiotherapist if you have aches and pains, getting a bike fit to ensure you and your bike are working optimally together and asking experts about areas such as stretching and general body maintenance are all part of the pro attitude to training. Training is their job, albeit a job they're passionate about, and their body and health is their livelihood. They make sure everything is in place to allow them to do their work. It's not just about putting the hours in, but about making sure those hours are effective.

this period is important to rest, reboot and reflect on where you've been and where you want to go. "The factors of work/family balance are crucial when judging post season fatigue and length of time off. A coach would work with an individual to make sure this is done correctly," Gallagher advises. "Taking a rest post-season can be beneficial for a number of reasons that include the mental side; motivation and enthusiasm can be low at the end of a long season so it helps to recharge this," says Gallagher.

This isn't an excuse to have two months off, though. "Taking a long break of non-activity post-season, i.e. three to four weeks, I think is not necessary or desirable," explains Gallagher, "both for pros and amateurs. One to two weeks of rest and then a number of weeks of varied activity to keep the body moving is best before starting the winter training in earnest."

5) Support team

One aspect of pro life is having team mechanics and soigneurs to deal with all the stuff around riding a bike like washing kit and cleaning chains. For the rest of us

we have to be our own support team.

Ensuring you have a good relationship with your local bike shop can go a long way to improving this aspect of non-pro life. Book in a service before key events so you aren't blowing hard-won fitness by riding a badly maintained bike. Integrate regular bike maintenance into the number of hours you have to train each week.

Is the 10 hours you've set aside for training a realistic number, or have you actually got 10 hours including kit change, bike washing, bike maintenance and all the other stuff that goes around riding a bike? To avoid frustration it might be better to plan for eight to nine hours of training, for example, and have a set one hour each week or fortnight when you know you'll be doing bike maintenance. If it doesn't need doing you'll have a bonus hour to ride or recover.

Having your bike regularly maintained by an experienced mechanic at your local bike shop also means you will never have to spend four hours when you could have been training (it will be sunny on the day your bike breaks) trying to work out how to change a bottom bracket from a YouTube video.



A gap year with a difference

Teenager Tom Davies explains how he became the youngest person ever to go round the world by bike

Chris Marshall-Bell

Tom Davies, like many of his peers, was enamoured with the idea of sightseeing and travelling. But the 19-year-old from Battersea, South London, unlike most teens and 20-somethings, opted against inter-railing and day-long excursions.

It would be far more of an adventure, he thought, to cycle 18,046 miles around the world in 174 days on a steel-framed Condor Fratello.

"I've been cycling since I was 15 and I wanted to travel in my gap year before I started Loughborough University — and this was my way of doing that," he says.

Upon completion, in August, he propelled himself into the Guinness World Record books as the youngest person ever to have circumnavigated Earth by bicycle.

His journey on the road took him east through Europe, south-east through Asia, across Australia, New Zealand and the USA before returning to the UK via a further brief stint in Europe. But his route is only one detail of the overall journey: a voyage through mood fluctuations, illness, scenery and cultural experiences.

Such a mammoth challenge brought with it days of despair and contemplation. "I never thought about quitting but there were times — especially at the beginning — when I thought, 'How will I do this?'" he recalls.

"Two weeks in, my friend texted me saying, 'Do you regret it now?' At that point, I didn't need that!

"You hear riders on the Tour de France saying that it's important to take it day-by-day, and that was the principle I had to live by. It was tough sometimes thinking how far was left.

"I had food poisoning in Italy, it was snowing, I had a bad knee problem. Everything that could go wrong was going wrong, though the bike held up."

Before too long, though, Davies's globe-trotting experiences began to live up to his dreams. Indeed, the high points read like a 'where to go before you die' bucket list.

"Thailand was amazing, Australia's Great Ocean Road was superb, New Zealand, the US," he says, listing his memorable moments. "There was a great day in Croatia with belting sun. Malaysia was interesting, with spectacular climbing where the Tour of Langkawi is held."

Riding out winter

Departing in mid-January had meant Davies's training in the months prior to the ride was in autumn and the uninviting depths of winter.

He knew he had to devise a way to avoid the monotony of riding intervals three times a week on a Wattbike. "I didn't want to get bored of cycling before I'd even set off," he says, "so I varied it: running and doing cross-fit exercises with my best mate who is training to be in the Marines.

"We're competitive, so we were good for each other. He destroyed me on the weight-lifting but in the cardio [activities] I had the better of him. We pushed each other, which made it enjoyable."

Base fitness was banked, then, but the real assessment of the frequent sportive rider's capabilities would arrive en route. His maturity belies his inexperience in such challenges: "I knew that the real test would come if I ever got ill, which I did twice, and that's why I purposely kept my weight between 58 and 62kg.

"I maintained my 10-15 per cent body fat so that when I did get ill I could rely on that. In Europe, I was eating anything I could get my hands on. I had normal food all the way, pretty much, and was sustaining my sugar and carb levels by snacking on biscuits and crisps.

"The food in Asian cities was delicious,

How it worked for me

■ Choose speed or luxury: "Decide how you want to do it. I went fast because I cut out things. If I wanted to go slower, I'd have taken a bigger tent."

■ Get a feel for it: "It doesn't have to be the exact route. I did four days in the Brecon Beacons and that opened my eyes as to how hard it was going to be."

■ Set targets: "It's better to have a distance to hit. It's a nice way, and the idea of having a routine means you know where you're going."

■ Prevent saddle sores: "I alternated shorts each day, rinsing them after each ride. I used Paw Paw cream for the evenings, a healing agent.

■ Sleep well: "On the rare occasions I got eight hours' sleep, I woke up completely refreshed. After less than six hours, mornings were hard."

but less so in the towns and villages. But I couldn't moan — rice was plentiful."

His speed averaged 24kph (15mph), an admirable figure considering the weight of his supplies — 20kg attached to his bike and inside his panniers. This hefty ruled out keeping up the speeds that his cycling computer is more accustomed to.

As any competitive cyclist can attest, merely completing a route is not enough: it has to be done in an impressive time and Strava-worthy speed.

For Davies, that 15mph average speed wasn't enough to satisfy him. "After a month of riding, all I wanted to do was get on a bike that didn't weigh half of me," he recalls. "I was putting the effort in going uphill and I wasn't going fast, which for me required a lot of patience because I'm used to riding road bikes."

Davies opted to stay in hostels rather than roughing it in a tent at the roadside.

"I stayed in the cheapest accommodation every night so I didn't have to carry a big tent," he explains.

Just seven days after returning home, Davies jetted off to his family's French Alpine residency in Chamonix. Having a house in the shadow of Mont Blanc is quite handy for a keen cyclist.

His fitness had unsurprisingly benefited. "I was cycling up climbs I have done before much, much faster," he says. "I've never got round to racing previously but I'd love to now that I am at university in Loughborough."

Mark Beaumont: 'Finishing leaves a void'

Mark Beaumont, the adventurer who completed his around-the-world cycling trip aged 25 in 2008, explains: "Physically and mentally it's odd finishing. My lower back was in a lot of pain because I'd spent half of the year on my bike and not walking. He will be super-fit but specifically-fit.

"Mentally it's tough because after an

obsession there's now a void, a feeling of 'what else now?'

"For racing, he'll have the miles in his legs and the mental resilience that very few his age will have but he'll lack speed and power.

"If he sets his mind to it, he can do well and overcome the probable initial speed deficiencies," Beaumont adds.

Beta-alanine: a boost for young and old

No age discrimination with amino acid supplement

Andrew Hamilton

Beta-alanine is a naturally occurring amino acid found in the body. In recent years, a number of studies have indicated that, given as a supplement, it can help boost performance during short-duration (1-2 minutes) maximal exercise. This is most likely because it increases levels of muscle carnosine, which in turn helps offset the build-up of fatiguing metabolites during hard exercise. All the previous research, however, has been carried out on younger subjects, which poses the question: can beta-alanine boost performance in older cyclists?

To answer this, scientists have investigated the effects of 28 days of beta-alanine supplementation on cycling performance in 22 female masters cyclists with an

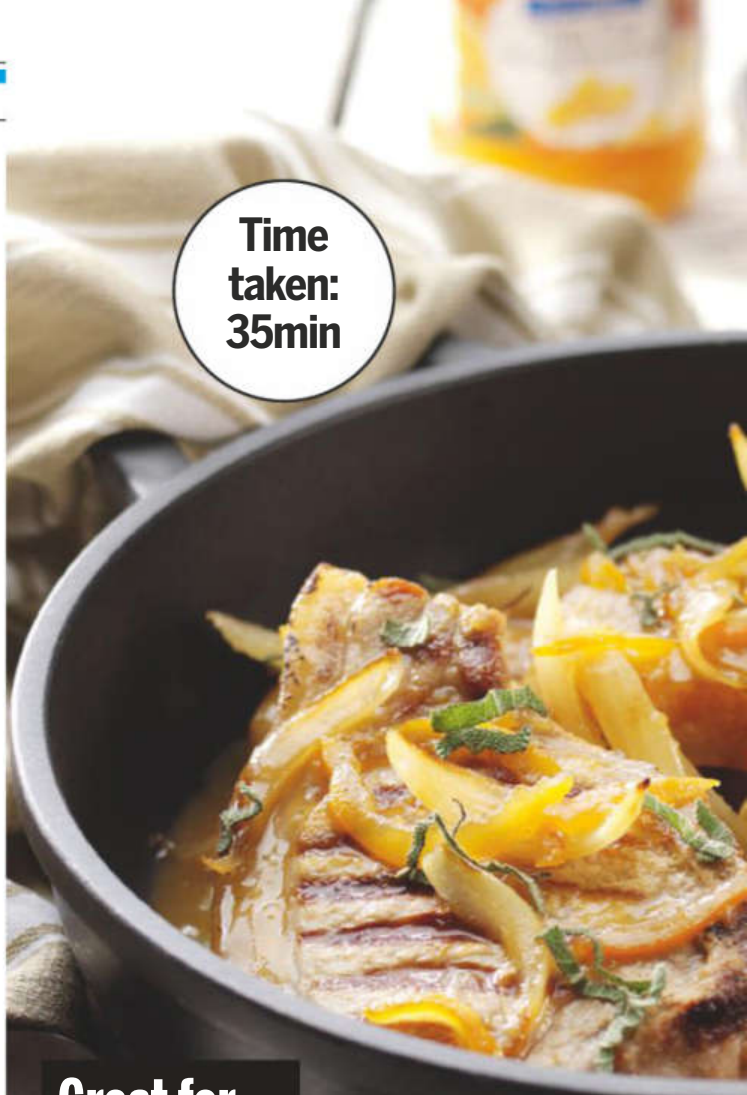
average age of 53 years. Eleven cyclists took beta-alanine for 28 days, while 11 took a placebo. Every seven days, all the cyclists completed a time trial to exhaustion at an intensity corresponding to 120 per cent of their maximum sustainable aerobic power. Each cyclist's total work was calculated, and blood lactate levels were also measured.

After 28 days, the cyclists taking beta-alanine performed significantly better, averaging 23 per cent longer in the time to exhaustion test and completing 21 per cent more total work. The beta-alanine cyclists' levels of blood lactate were also 24 per cent less than those taking the placebo. These results provide further evidence that beta-alanine can help performance at any age. *Amino Acids*. 2015 Aug 9. [Epub ahead of print]



Go harder and longer with beta-alanine

Time taken: 35min



Great for...

an autumnal protein boost

Pork chops in marmalade sauce

T

his makes a perfect meal when you need something easy and delicious with a healthy twist thanks to the reduced sugar marmalade.

**NUTRITION
PER SERVING:**

253.07
kcalories

39.3g
carbohydrates

32.3g
protein

8.2g
fat

METHOD:

- 1) Griddle or pan-fry the pork chops for approximately 6-8 minutes each side, depending on the thickness, remove and cover.
- 2) Remove any excess fat from the pan, add the shallots and garlic, cook over a gentle heat until softened.
- 3) Add the marmalade, mustard, orange juice and stock, bring to the boil and allow to bubble away until reduced a little. Return the pork chops to the pan and coat with the sauce.
- 4) Serve with mashed potato and a watercress salad.

INGREDIENTS:

- (Serves 4)
- 4 pork chops
 - 4 shallots peeled and cut into wedges
 - 1 clove garlic, peeled and crushed
 - 6 tbsp Streamline thin cut orange marmalade
 - 1 tsp English mustard
 - Juice of 1 orange
 - 200ml chicken stock
 - 2 tsp fresh sage (optional)
 - 4 large potatoes

TAKE HOME TRAINING SESSION

Zone two training session

Sustained exertions on the bike with a consistent cadence will improve your overall performance and take your fitness to a new level. Here we look at the blueprint to riding in zone three

I love zone two training for getting that sustained power over longer durations.

Zone two work is when you ride at 65-75 per cent of your maximum heart rate. If you are training by power then you will be riding at 76-90 per cent of your FTP.

For zone two road work, consistency is the key. Select a flat course, ride at a minimum of 90-95rpm in a gear that gets you into a zone two heart rate and maintain it. Don't be afraid to reduce the gear to maintain the set cadence if your heart rate starts to creep up too high.

Use the first and last 15 minutes as a warm-up and a cool-down, and gradually increase the

duration over the weeks for the zone two work.

If you're new to this, start with a 30 minutes zone two effort for your first session and then add another 10

minutes per week — up to 60 minutes. For more experienced riders, try building up to a two hour effort at the lower end of zone two.

Structure your training week to add in recovery rides, and every fourth week of your training have a slightly easier week with less training volume.

**Time
taken:
60min**

Time (minutes)	Cadence (RPM)	Zone
0-15	90	z1
15-45	90-95	z2
45-60	90	z1

Effort	You can	It feels like you're...	Use it for...	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Long rides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	Grun and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+

Wiggle French Revolution

CW
Difficulty
rating:
6/10

Next
year's
event:
June 12

70
miles

1,411
metres
ascent

A break from the norm on the hallowed roads of northern France

For cyclists pining for a challenging, exciting and unique sportive, the peerless French Revolution pretty much ticks every box. The chance to escape English roads for a day, totally immersed in Tour de France homeland, on a testing course that spills through Nord Pas de Calais, makes for the near-perfect formula.

Old-fashioned romance shines for the day devoted to the sportive. You'll begin bleary-eyed in Dover at 5am before being whisked

Where is it?

The start point is in Dover, but soon after sign-on is completed riders are given a police escort on to the next ferry to Northern France. Kicking off in Calais, the route loops west, hugging the windswept roads along the English Channel, before dipping inland, to the Caps et Marais d'Opale Natural Park.

Why ride it?

It takes place in France but is organised by UK Cycling Events, so there's no language barrier to worry about. You'll be immersed in French culture and WWII history, with bomb craters and forts still dotting the skyline. Roads are fast and narrow, yet other road users are accommodating.

History

Riders have been ferried across the Channel for this event since 2012, and the day has become so popular that organisers launched a sister event later in September, the Wiggle French Resistance. Tapping into the widespread English fascination for cycling in France, the French Revolution offers an intimate insight.



How to enter

The entry fee is all inclusive of ferry tickets and you'll also get a quick bite to eat while sailing. The event sells out well in advance, typically as soon as price details are announced. Visit www.ukcyclingevents.co.uk at the end of this month for straightforward online entry.

HQ details

Dover is accessible from both the M20 and M2/A2. The closest train station is Dover Priory but with a very early sign on you'll have to travel the previous day.

Where to stay

Longfield Guest House and Rolles Court are happy to store cycles overnight; they are two and five miles away respectively. There is a Premier Inn and Best Western Plus next door to the ferry port.

Where to eat

The Coastguard is a seafront pub that serves British pub food. On the Esplanade is Hythe Bay Seafood Restaurant or a little further in town there's Blakes of Dover restaurant and cellar bar with ales from micro-breweries or Il Rustico Italian restaurant.

Local bike shop

The town is serviced by Dover Cycle Centre, a large independent bike shop for repairs while mechanics are also on hand for emergencies.



off to foreign shores for a break from the norm.

"We wanted to have an event that went that one step further, and France is beautiful," explained Martin Barden of UK Cycling Events. "We're hoping we've given people something to talk about."

Visions of emulating Tour folklore on Mont Ventoux like roads are quickly quashed while battling an onshore headwind on flat roads connecting unknown French towns. But the charm of riding abroad never wears thin, and it's as much of a challenge as it is a treat.

The first seven miles (which are also the last seven) are flat as you head west off the ferry on the coast road to Sangatte towards the Caps et Marais d'Opale Natural Regional Park. The road rises as you pass Mont d'Hubert. Take a look out over the English Channel for views back to the White Cliffs of Dover.

Standing proud in the distance is the white obelisk of Cap Blanc Nez. This commemorates the Dover Patrol, which kept the Channel free from U-boats during World War I. This area is steeped in war history and some bomb craters can still be seen.

The lion's share of roads that go into making up this sportive are typical of rural France: singletrack, without a car in sight while twisting

through forest and farmland. On a bad day, you'll be undertaking your own battle, as the strong gusts are enough to wear down one's spirit. At least 70 per cent of the course is exposed. Be warned: the end stretch is one of the worst as riders face betrayal at the hands of the headwind that initially pushed them along the coast road.

The open fields that spill out from Wierre-Effroy (45 miles) are a grind to get through as too is the long, wind-battered coast road from Wissant to Sangatte near the end that plays out miles 60 to 70. But you might be surprised to look down at your speedo and see the miles have flown by in these drawn-out mini-battles.

The real challenge comes in the route's punchy ascents, which are plentiful and rewarding. The area around Licques (30 miles) is particularly hilly, and lanes are narrow. You'll need to watch your speed when taking advantage of downhill sections in built-up areas.

A harsh hill in the Escalles is the toughest climb, and it's lovingly placed right near the end of the route. Riders will see this village twice and should watch their speed when descending into it just after leaving the ferry, as it's a quick and technical downhill. Then, later, get ready for a climb when approaching again, in the last 10 miles.

Rolling sections are littered throughout, and the less windswept areas present flat roads every few miles to spin and stretch tired legs. Even with the wind presenting an element of unpredictability, there's a real chance to press for an impressive time.

Before you know it, you'll be sailing back towards the White Cliffs amid excited chatter, saying a heartfelt *au revoir* to your immersive French experience. It really has given us something to talk about.

ORGANISER'S TARGET TIMES

Route	Award	Distance	Ave Speed (Men)	Time	Avg Speed (Women)	Time
Epic	Gold	74	>15.5 mph	<4hr 46min	>14.5 mph	<5hr 6min
Epic	Silver	74	>14 mph	<5hr 17min	>13 mph	<5hr 41min
Epic	Bronze	74	<14 mph	>5hr 17min	<13 mph	>5hr 41min
Standard	Gold	59	>15.5 mph	<3hr 48min	>14.5 mph	<4hr 4min
Standard	Silver	59	>14 mph	<4hr 12min	>13 mph	<4hr 32min
Standard	Bronze	59	<14 mph	>4hr 12min	<13 mph	>4hr 32min

The challenges

1 Headwind

Keeping on top of a constant headwind is a battle. We advise you get into a group and work together through the tougher, more exposed sections.

2 Licques to Boursin (Rue de la Vallée Madame)

This three-mile section of road pulls gradually upwards. The gradient may only be small but it's a constant effort until you hit the fun descent in Boursin.

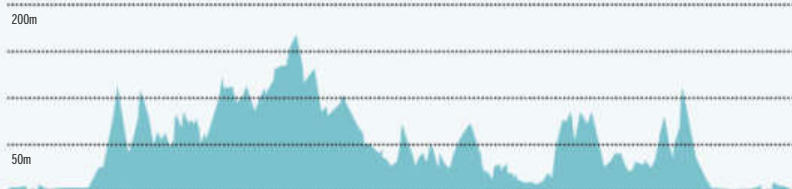
3 Rue du Marais (D237)

The last gradual pull leading you ever closer, back on to the coastal road. This sheltered section affords you the chance to get out of the saddle and take on this short ascent in no time.

NAIL IT

4 Escalles

With much of the course sticking so closely to the coast, the surrounding landscape is punchy, with short, sharp climbs. The worst comes at around 10 miles before the end, just after the village of Escalles. While this doesn't have the tight and technical hairpins of legendary Tour climbs, it is still steep and sprawling, presenting the toughest part of the ride. Conquering this is a psychological victory, as the climb is well within view before the gradient kicks in, a haunting sight with tired legs. It doesn't kick up, so you can pick a cadence that suits you to get you comfortably to the top. Inspire yourself for a powerful last push to the finish line.



Event website: www.ukcyclingevents.co.uk | Download the GPX file...

VC Meudon Cycling Club

Chris Marshall-Bell takes a ride through the South Downs with a proud club with big ambitions

When a herd of cows blocked the road ahead of us, Andy Milner turned and said: “You wouldn’t believe that we were just 40 miles from central London, would you?”

VC Meudon, whose regular rides roll out on the idyllic terrain between the South Downs and the Surrey Hills, are better known in cycling circles for their regional racing success than their bovine-bothering. The club is currently the best British Cycling-ranked outfit in Surrey, but away from the racing there is a plethora of matters that pique the interest among members.

This is a club that not only prides itself on its racing

results; it is even more boastful about its membership number and breadth. There are the racers, the triathletes, the sportive riders, the social riders, the vets, the youth, the women, the mountain bikers, the cycle tourers, and riders like Milner who control their effort — he has to keep his heart rate below 140bpm because of a heart arrhythmia. Think of a type of rider and the chances are you will find one present on a Meudon club run.

Our ride with the blue-attired club was on a warm, sunny autumn Thursday morning; an unusual time for a social ride, one might assume, but more than 30 attended, which apparently

is not uncommon. The route swept briskly around the South Downs lanes, cars rarely in sight, up and over some steady climbs and through tree-lined passages.

Ask if anyone knows when the next climb is coming and all you get is blank faces. This is because the club insists on varying each ride, making each one different, to stave off repetition or boredom. It works: “Three hours’ riding goes so quickly when you’re with a group of people who are friends, as opposed to going out on your own,” Sally Goble, an Ironman triathlete, beams.

Grand plans

Riders drop back frequently, always keen to let me know what riding they’ve done this year. Lucy Chittenden was in the final breakaway in the RideLondon Grand Prix in August, won by the Italian Barbara Guarischi; and Andy Leishman completed an Everesting challenge on Harting Hill, in the South Downs, with his brother Richard in August.

The most impressive statement of intent, however, came from club coach

Club facts

Based: Farnham/Fleet/

Farnborough

Members: 120

Formed: 1984

Meets: Social ride 9.30am Thursday morning, from cricket ground car park, Millbridge, Frensham; Saturday ride is from Pedal Heaven, 311 Fleet Road, Fleet, at 9.30am. Coaching sessions for juniors TBA in the new year.

Michael Guildford, who discussed Meudon’s grandest plan to date. The club has successfully requested a £10,000 grant from Sport England to help fund a new junior project for 14- to 22-year-old riders coached by Guildford. “We have big ambitions,” he enthused.

“We’re not offering free bikes or any ludicrous incentives; we want to give local kids the right training, the right events and races for their development, to help them achieve their potential.”

One club focus, then, is clearly on youth, and perhaps it’s already having an effect. ▶

History

VC Meudon was set up in the mid-1980s as there was a clamour from members of other clubs in the region for a new club to concentrate on road racing, and not just time trials.

The name derives from the Paris suburb of Meudon, which is twinned with Rushmoor Borough. “When we ride in France, people are puzzled to see a French-sounding team all speaking fluent English,” Jim Morris said.

The club was formed and immediately began to make an impression, winning a variety of local races and cementing its status as one of the south’s leading race teams within just a

few years; a reputation they have not relinquished.

The founding members did not wish to be constrained by a rule book, but this has been tweaked in recent times: all members must marshal at one of the club’s road race promotions and they can’t surrender a Surrey League race. “If they do, they’ll face a severe reprimand,” Morris joked.

Many riders have achieved first and elite category status as members of the club, and three riders who sport the Meudon jersey represented Great Britain as juniors: Dean Corney, Terry Morgan and Craig Wilson. The club also boasts an impressive fact: Tim Elverson — now the

Pedal Heaven Racing Team manager — is the first ever rider to go from a category four rider to an elite licence holder in one season.

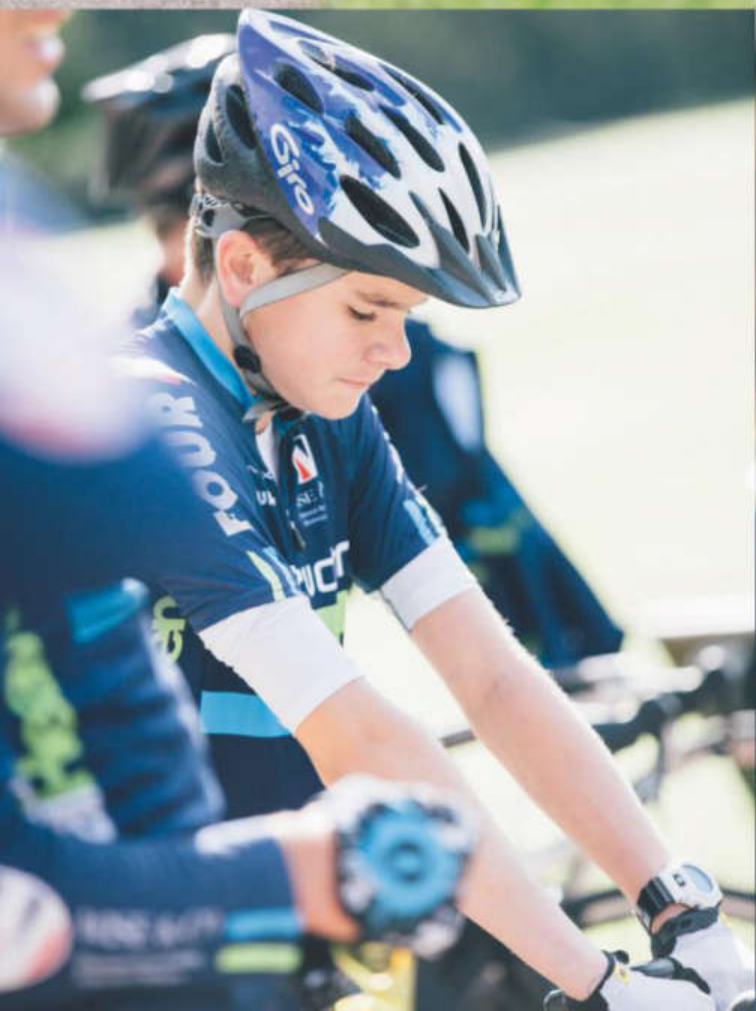
Now in its fourth decade, the attention has turned to producing the south’s best emerging juniors.

Achievements

- Top British Cycling regional points scorers in the UK (2014; 2015)
- Current Surrey League team and veteran series holders, with Richard Unwin current individual title holder
- All-time prize money winners in the Surrey League

- Four age-group British Cycling national champions
- Club members Dean Corney, Terry Morgan and Craig Wilson competed for GB as juniors
- Multiple LVRC South East series age group winner





VC Meudon club run

Ride highlights

1 Oakhanger to Greatham

Nothing particularly challenging but the real draw is the narrow, twisting, fast country lanes. It's as if the road was designed for cycling club runs.

2 Milland to Linchmere

The two sharp bends approaching Borden are the most thrilling sections of a stretch of road that is hidden away from urban life.

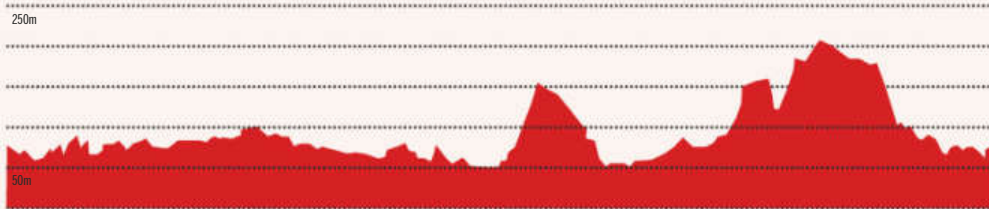
3 Linchmere Hill

The 1.5-mile climb is quite gentle for the most part, under a canopy of trees, but the sting comes in the last 0.3 miles when the gradient barely dips below 10 per cent.

Favourite cafe

Durleighmarsh Tea Barn

This wooden farm barn, away from the road and set in amongst fields and hills, offers a friendly welcome for cyclists. The location is ideal, too, as it is only a spin of legs away from testing hills. Space is plentiful should the weather force a retreat inside, and if the sun shines, a patio terrace gives way to a large garden, with ample seating and benches to enjoy the cafe's produce. Homemade cakes, including a superb chocolate brownie, complement the tea and coffee tremendously. Rogate Road, Petersfield, Hampshire, GU31 5AX





Ride variation ensures ever-changing challenges

Meet the club



Sally Goble, 50: "You attack hills quicker in a group, as you don't want to be the last one up a climb."



Andy Leishman, 51: "It's very sociable and there's something for everybody in this club, it's wonderful."



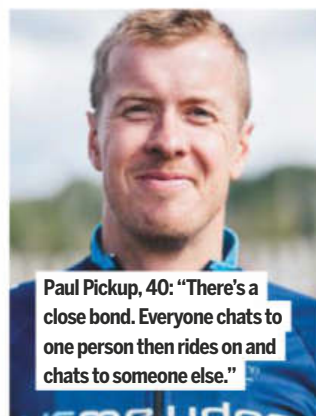
Tea and cake: foundation of the Meudon empire



The old guard coexists in harmony with the new school



Oisín Gaffey, 13: "The ride speeds are high and low, so it's a good variety. I'm thinking of racing next year."



Paul Pickup, 40: "There's a close bond. Everyone chats to one person then rides on and chats to someone else."

All of a sudden, 13-year-old Oisín Gaffey attacks on the double-figure gradients of Linchmere Hill. The teenager has only been riding since August but within three weeks rode a return 80-mile route to and from the south coast.

Ben MacLand says: "It's the next generation we're looking

at; we want to get a good core of young guys racing." The future younger members will not just have dedicated, tailored coaching to draw on, they will also have the comradeship and experience of international athletes.

As we approach the final few kilometres, it emerges that

these club rides often include Olympians: sailor Mark Bulkeley, who competed in the 2004 Athens Olympics and Jim Wood, a biathlon competitor at the 1980 and 1984 Winter Olympics Games. Maybe the next Olympian to ride with them will be a graduate of their youth project.

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Cheddar Gorge

Cheddar, Somerset

Simon Warren

A popular tourist attraction, the mighty Cheddar Gorge is home to one of Britain's most famous and beautiful roads. Geography like this may be commonplace in other parts of the world but you can count on one hand how many roads in the UK are enclosed by such drama. Obviously, it's quite a busy road because of this, so try to avoid Sundays and bank holidays to maximise your enjoyment. Rising up from the congestion of Cheddar and its myriad gift shops and cafes, the early slopes of this climb

CW
Difficulty
rating:
3/10

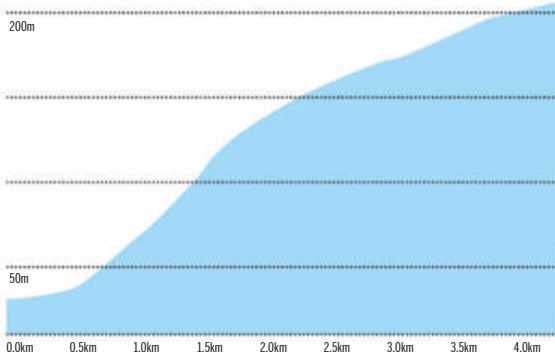
are where the theatre is. Framed by towering rock faces and passing giant car parks, the road snakes up, right then left hitting 16 per cent through the bends as it begins to escape the cleft. These are the hardest slopes and after these initial exertions the gradient's never as steep again as it writhes between the slowly receding banks. Along its course the ascent proceeds to incrementally decrease the further you climb, allowing you to systematically click up the gears and pick up your speed to the point where you'll cross the brow sprinting like Mark Cavendish. Well, maybe.

The stats

WHERE Simply head north from the centre of Cheddar on the B3135

KOM Top Tip Hit the early slopes hard as there is plenty of time to recover.

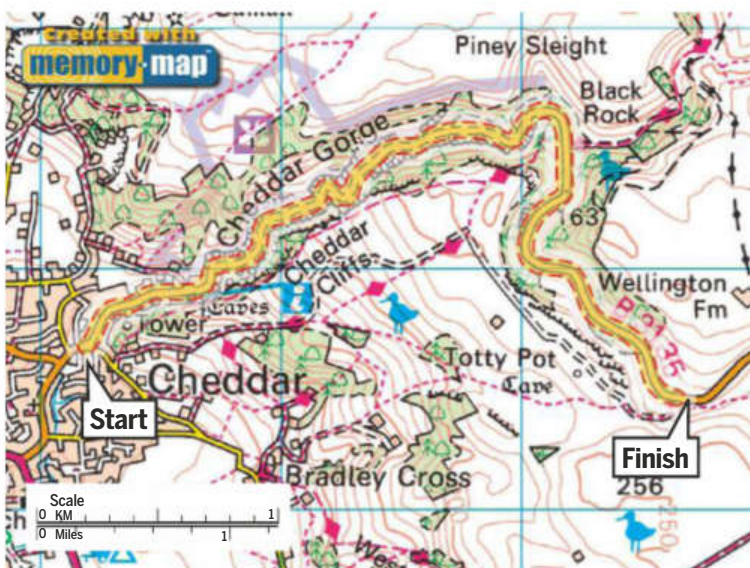
4.1km	210m	173m	4%	16%
Length	Summit height	Height gain	Average gradient	Max gradient



Strava file: www.strava.com/segments/6665302



Photo: Chris Catchpole



Nibali finds salvation at Il Lombardia

After a disappointing Tour de France and controversial ejection from the Vuelta, Astana's Vincenzo Nibali ended his season with a win in Lombardy

Words: Kenny Pryde Photo: Graham Watson

Perennial peloton bad-boys Astana came into Italy's 'Trittico Lombardo' with all guns blazing. At the end of a season that included a WorldTour licence review, continued corruption allegations, a dismal Tour de France, and a Vuelta a España DQ, they obviously felt they had a few demons to lay to rest.

Having won the first two events — Tre Valli Varesine and Milan-Turin — during the week, they went in to Sunday's Il Lombardia looking to take a clean sweep. Nibali, the team's misfiring leader who won Tre Valli on the Wednesday, had to deliver. Pre-race he'd said: "I want this. I'll do everything I can to win, whatever it takes." What it took was a hair-raising but wonderfully executed descent off the Civiglio with 17km to go.

"I won with my head," said Nibali afterwards. "The team worked hard today and [Diego] Rosa was terrific, he rode tempo on the Sormano and Civiglio; you'll hear a lot more of him in the future. We had to get rid of [Alejandro] Valverde, I didn't want it to end in a sprint, which is

why we attacked in turn, but we couldn't go clear on the Civiglio, so I went for it on the descent."

Along with Peter Sagan, Nibali is regarded as the best descender in the peloton. He lived up to this reputation, taking calculated risks on almost every bend, as the group behind him looked around at each other, seemingly hoping someone else would take the responsibility. Every misjudged corner broke any momentum they had and Nibali was drawing clear. So fast was his descent that the motos had to actively avoid getting in his way. Off the descent it was clear that the chasing group of six weren't making inroads as Nibali drew out a lead of 21 seconds and a fine solo win in the final Classic of the season.

Final selection

The lead group had formed soon after the early nine-man break had come apart on the Ghisallo climb, 181km into the race. The final selection happened on the fierce climb and treacherous descent of the Muro di Sormano at 200km. Three

Sky riders made it into the lead group of 23, the same number as Astana, and for a moment it looked like Sky were in with a chance of a Monument. Twenty kilometres later, in the critical moments, Wout Poels, Mikel Nieve and Sergio Henao were unable to cope with the accelerations from Rosa, FDJ's Thibaut Pinot and Nibali on the penultimate climb that decided the race.

"Our plan was to watch Astana; they were obviously the strongest team," said Sky DS Dario Cioni. "We didn't want to let them go. When you look at the guys who were strongest, the guys who raced the Vuelta had the edge."

After a disappointing Tour and expulsion from the Vuelta for hanging on to a team car, this win was some measure of revenge for Nibali.

"The incident in Spain maybe did me some good, in as much as I was really motivated here," he said.

It was a generous interpretation of the sorry events in Spain, but on the shores of Lake Como in the autumn evening sunshine, none of his fans cared.

Martin calls it perfectly

Speaking the day before the race, Garmin-Cannondale rider Dan Martin's prediction of how events would unfold proved remarkably prescient. The 2014 winner of Il Lombardia wasn't talking up his chances and he predicted the way the race would unfold almost to the millimetre.

"A group will go on the Sormano and Nibali will attack

on the second to last climb — it's a pretty tricky descent and he could go clear," the Irishman said. "If it's wet I'm going to struggle on the descents."

A little more than 24 hours later, standing outside the team bus, Martin explained his race. "I just couldn't go into the red; it was exactly the same as Milan-Turin, I just couldn't go above threshold at all and

as soon as I did my legs just stopped working.

"The guys [Garmin] believed in me all the way, all day, and I did the best I could but I just missed that split going over the top of the Sormano. I was just a few seconds off the lead group but that descent is so technical. I'm pretty sure the last time we did it, someone said, 'We'll never include that again, it's

too dangerous,' and three years later it's back again!

"It's a really bad descent. It's bad in the dry, but in the wet it's much worse. They call this 'the Race of the Falling Leaves' and fallen leaves are slippery, you know?" laughed Martin. "I think everyone stayed more or less upright this time, which shows that the guys were being a bit more careful this time around."

1

Number of British winners, Tom Simpson in 1965

110

Number of times the race has been run since the first Lombardia in 1905

39.047

Average speed of this year's race

27

Per cent, the steepest gradient on the Muro di Sormano

198

Starters in Bergamo

99

Number who made it to the line in Como



Result

1. Vincenzo Nibali (Ita) Astana
245km in 6-26-09
2. Daniel Moreno (Esp) Katusha at 0-21
3. Thibaut Pinot (Fra) FDJ at 0-32
4. Alejandro Valverde (Esp) Movistar at 0-46
5. Diego Rosa (Ita) Astana
6. Mikel Nieve (Esp) Sky both same time
7. Tony Gallopin (Fra) Lotto-Belisol at 0-56
8. Esteban Chaves (Col) Orica-GreenEdge
9. Sergio Henao (Col) Sky
10. Gianluca Brambilla (Etixx-Quick Step) all same time

Nibali swept up at the Race of the Falling Leaves

Triple joy for Evans

Defending national hill-climb champion Dan Evans (Team Elite-Paul Bethall Electrical) secured three wins last weekend as he continues his preparations for the 2015 title race in three weeks. The 34-year-old Welshman won both stages of the Otley CC two-stage event in Yorkshire on Saturday, and then also took victory in the Wrexham Road Club climb on the Horseshoe Pass on Sunday.

Also enjoying several good results was Joe Norledge, the 29-year-old Procyling RT rider from Leicester. He won the Chippenham and District Wheelers climb of Bowden Hill on Saturday morning, was third in that afternoon's Severn Road Club climb of Hinton Hill, then returned to winning ways in Sunday's Bath CC event, again on Hinton Hill.

Elsewhere, national 10-mile champion Richard Bussell (RST Sport-Aero Coach) won the Worcester St John's CC and Wyre Forest CC joint promotion on Shelsey Walsh, Worcestershire, on Sunday. He was just one second ahead of former national hill-climb champion Matt Clinton.

And in Lancashire, junior ace Adam Hartley (PH MAS Cycling) won the Rossendale

RC climb of Crown Point near Burnley by 3.5 seconds, while in Kent, veteran Bill Bell (Bigfoot CC) won the Wigmore CC climb on Hollingbourne Hill.

In cyclo-cross, pro rider Graham Briggs continued his great form with two wins over the weekend, in the Notts and Derby League at Heanor on Saturday and then the Yorkshire Points Series race, the Jonathan Noble Memorial in Leeds on Sunday.

Briggs also won the previous week's Notts and Derby League race, as well as the Lincolnshire League event at Sleaford last Sunday.

Fawcett wins

Reigning North East Series champion Tony Fawcett (Vieri Velo) secured another win in round four of the series at Hetton Lyons on Sunday, while in the Wessex League near Winchester there was another victory for Ben Sumner (Beeline-Gener8), who now has five victories in regional leagues this season.

In the Eastern League in Colchester, defending champion Matt Holmes (Arctic Tacx) bagged his fourth win of the 2015 series. And in the Western League at Pitville Park, Gloucester, victory went to Scott Chalmers (Felt Racing) by more than two minutes.

There were different winners in the two rounds of the Lazer North West League, with Saturday's race at Heaton Park in Manchester being won by Nick Craig (Scott Racing), while Giles Drake (Leisure Lakes) was second but stepped up to win Sunday's race at the Westmorland County Showground.

Cyclo-cross

Sunday, October 4

Yorkshire Points Series round 4 (Temple Newsam Park, Leeds):

Seniors: 1. Graham Briggs (JLT Condor) 1:00.32; 2. N. Barnes (Hargroves Cycles) +1.25; 3. J. Clarkson (Hope Factory Racing) st: 4. B. Turner (Oldfield/Paul Milnes Cycles); 5. B. Harding (Oldfield/Paul Milnes Cycles); 6. J. Sharp (Feathers Cycles Racing); 7. T. Ramsay (Giant UK); 8. A. Naylor (Fossa Racing); 9. C. Young (Pedalsport CC); 10. S. Smith (Oldfield/Paul Milnes Cycles).
Over-40: Jamie Sharp
Over-45/50: 1. Alistair Rees (Holmfirth CC); 2. T. Gill (Ilkley CC); 3. M. Wilson (Mountain Goat Coaching)
Women: 1. Annie Simson (Hope Factory Racing); 2. A. Mellor (Oldfield/Paul Milnes Cycling); 3. S. Thackray (Oldfield/Paul Milnes Cycles)
Youth: 1. Matt Taylor (PH-MAS Cycling); 2. E. Cameron (East Bradford CC); 3. J. Young (Pedalsport CC); 4. S. Moses (Paul Milnes Cycles); 5. M. Rushby (Pedalsport CC)
Youth girl: Ava Oxley (PH-MAS VCUK)
Under-12: 1. Bjørn Koerdt (All Terrain Cycles); 2. H. Ellison (Pedalsport CC); 3. S. Cumming (East Bradford CC)
Under-12 girl: Holly Deavin (Pedalsport CC)
Under-10: Noah Ellison (Pedalsport CC)
Under-10 girl: Imogen Wolfe (Wakefield Junior Tri Star Wheelers)
Under-8: Georgie Miller (Huddersfield Star Wheelers)
Under-8 girl: Sian Thompson (Bronte Tykes)

BWA West Midlands League round 5 (Tackeroo Campsite, Rugeley, Staffs):

Seniors: 1. Harry Yates (Hargroves Cycles) 47.48; 2. R. Jones (Renvale RT) +0.45; 3. E. Grivell-Mellor (Mid Shropshire Wh) +1.06; 4. P. Hinch (Brotherton Cycles); 5. P. Banham (Team Jewson); 6. T. Payton (Isla Bikes); 7. C. Miller (Ride Coventry); 8. A. Magnier (Giordana); 9. S. Knight (Team Jewson); 10. C. Aucote (Lloyds Cycles).
Juniors: Harry Yates
Veterans: Stephen Knight
Under-23s: Joe Atkins (Ride Coventry)
Veterans 50/Women: 1. Kevin Payton (Stourbridge CC) 38.18; 2. P. Busby (Team Jewson) +0.02; 3. G. Slater (Lichfield City CC) +0.19; 4. T. Stowe (Team Jewson); 5. A. Webb (Kenilworth Wheelers); 6. M. Garrett (unattached); 7. M. Welburn (Lichfield City CC); 8. D. Garrett (Rugby Velo) 9. Kirby Bennett (Team Jewson); 10. G. Hipwell (Rugby Velo).
Women: Hannah Payton (Corley Cycles-Drops)
Youth: 1. Lewis Askey (Lichfield City CC) 28.13; 2. B. Healy (Solihull CC) +0.03; 3. T. Barnes (Lichfield City CC) +0.12; 4. H. Rollason (Lichfield City CC) +1.09; 5. H. Knight (Solihull CC) +1.31; 6. Jacob Knight (Solihull CC) +1.52.
Under-14s: Emile Alexander (Lichfield City CC)
Girls: Annabel Lindsay (Redditch Road and Path CC)
Under-12s: Ben Askey (Lichfield City CC)
Under-12 girls: Grace Lister (Wolverhampton Wh)
Under-10: Spencer Corder (Stratford CC)
Under-10 girls: Rebecca Woodvine (Mid Shropshire Wh)
Under-8s: George Cooper (Bolsover and Dist CC)
Under-8 girls: Holly Saunders (Solihull CC)
Under-6s: Fred Delves (Lichfield City CC)
Under-6 girls: Tamsin Moss (Stratford CC)

Saturday, October 3

Lazer North West League (Heaton Park, Manchester):

Seniors/Juniors: 1. Nick Craig (Scott Racing)

49.29; 2. G. Drake (Leisure Lakes Bikes) +0.01; 3. J. Peatfield (Horwich CC) +2.34; 4. S. Wilson (Team Elite) +3.40; 5. P. Lally (Onimex Bio Racer RT) same time; 6. M. Lawton (Macclesfield Wheelers) +4.17; 7. D. Powell (Horwich CC) +4.18; 8. M. Wolfindin (Team Moda Anon) +5.10; 9. J. Griffiths (Furness Future Flyers) +5.28; 10. S. Boyd (St Helens CRC) +5.42

Veterans: Nick Craig

Juniors: Joseph Peatfield

Veterans/Women: 1. Nick Craig (Scott Racing)

45.25; 2. C. Taylor (Paul Milnes RT) +1.15; 3. K. Speckley (Manchester Wheelers) +1.50; 4. S. Bottomley (Crosstrax) +2.39; 5. A. Brindle (Horwich CC) +2.55; 6. M. Style (Manchester Wheelers) +2.56.

Women: 1. Alison Rushton (Ribble Valley)

Juniors 49.07; 2. R. Taylor (Manchester Wheelers) +1.04; 3. A. Fisher (unattached) +1 lap.

Under-16s: 1. Lewis Hartley (Inspire VCUK RT)

32.02; 2. S. Kerfoot-Robson (Marsh Tracks RT)

+0.58; 3. C. Craig (Scott Racing) +1.04;

4. M. Taylor (PH MAS VCUK) +2.09; 5. N. Hawthorn (Cycle Sport Pendle) +3.22; 6. D. Gibson (Inspire VCUK RT) +3.25.

Under-14s: George Ball (Furness Future Flyers)

Under-16 Girls: Kim Baptista (Nutcracker Racing)

Under-14 Girls: Maisy Vasic (Eastlands Velo)

Under-12s: 1. Ben Mashiter (Furness Future Flyers) 19.57; 2. S. Fisher (Furness Future Flyers)

+0.38; 3. O. Breeden (Chinley Chummers CC) +1.27;

4. E. Cuerden (Eastlands Velo) +1.58; 5. D. Porter (Bolton Hot Wheels) +2.28; 6. H. Cowell (Furness Future Flyers) +2.53.

Under-12 Girls: Erin Corrigan (Mossley CRT)

Under-10 Boys: Joseph Cosgrove (Southport CC)

Under-10 Girls: Imogen Peatfield (Bolton Hot Wheels)

Under-8 Boys: Daniel Cosgrove (Southport CC)

Under-8 Girls: Elsie Haygarth (Here Come the Belgians)

SRAM Notts and Derby League (Shipley Country Park, Heanor):

Seniors/Women: 1. Graham Briggs (JLT Condor) 49.39; 2. T. Stewart (Madison Genesis)

+0.50; 3. N. Barnes (Hargroves Cycles) +1.41; 4. J. Harper (Mansfield RC) +2.16; 5. G. Thompson (Sleaford Wh) +2.39; 6. A. Green (Clee Cycles)

+2.43; 7. P. Cox (Pedal Power Loughborough) +3.21;

8. L. Shunburne (Fossa Racing) +3.59; 9. C. Metcalfe (Charge Bikes) +4.14; 10. A. Stuart (Nottingham Clarion) +5.20.

Under-23s: George Thompson

Juniors: Josh Waters (Sherwood Pines SRAM)

Women: 1. Madeleine Gammans (Sherwood Pines Cycles) 55.22; 2. M. Smith (Bolsover and Dist CC) +0.55; 3. T. Fletcher (Team Empella) +1 lap.

Veterans: 1. Jim Bryan (Zepnat RT) 47.01; 2. G. Beetham (Retrobike.co.uk) +0.40; 3. D. Alexander (Zepnat RT) +0.52; 4. C. Sturgeon (Team Jewson)

+1.27; 5. S. Bloor (Ashbourne Cycling) +3.19; 6. S. Whitehouse (Biciciclo) +3.36.

Veterans 45: Stephen Whitehouse

Veterans 50: Peter Busby (Team Jewson)

Veterans 55: Michael Davies (Pedal Power Loughborough)

Veterans 60: David Smith (Team Empella)

Veterans 65: Graham Whiting (Bolsover and Dist CC)

Under-16s: 1. Tom Dussek (Nottingham Clarion) 27.20; 2. E. Bannister (Nottingham Clarion) +0.17; 3. A. Haines (Leicestershire RC)

+0.48; 4. O. Snodden (Sherwood Pines Cycles) +0.56; 5. T. Emsmore-Martin (Sherwood Pines Cycles) +0.57; 6. A. Gregory (Leicestershire RC) +0.58.

Under-14s: Alec Gregory

Under-16 Girls: Ellie Smith (Fossa Racing)

Under-14 Girls: Sarah Briggs (Matlock CC)

Under-12 Boys: 1. Christopher Hilbert (Pines)

Rider of the week

Rachael Elliott
(Newbury RC)

VTTA East Anglia Leo 30, Newmarket

The 37-year-old broke the 16-year-old competition record on Saturday, smashing Jill Reames's old mark by 1.36 with a time of 1:03.29.

Snowdon Sports supply domestic results and reports to Cycling Weekly. Please send your information to results@snowdons.co.uk or call 0114 232 5555 and we will do our best to include them in our expanded racing section.



Lou Bates, Monsal Hill-Climb women's winner

Cycles 16.37; 2. S. Gould (Matlock CC) +0.35; 3. F. Shenton-McQueen (Beeston RC) +0.46; 4. O. Chilton (Derby Mercury RC) +1.14; 5. A. Gialpin (Bourne Wh) +1.27; 6. S. Jamieson (Derby Mercury RC) same time.

Under-12 Girls: Jessica Tiffany (Derby Mercury RC)

Under-9 Boys: Charlie Colevon-Shields (Lichfield CC)

Under-9 Girls: Romy Jamieson (Derby Mercury RC)

Hill climbs

Sunday, October 4

Sheffree CC (Monsal, Derbyshire, 645 yards):

1. Joe Clark (Bike Box Alan/Envelopemaster).....	1.20.1
2. A. Kenway (Sport Grub Kuota).....	1.20.3
3. J. Pullar (Velosure Starley Ptimal).....	1.24.2
4. R. Downing (Cult Energy Pro Cycling).....	1.24.6
5. R. Gray (HMT Academy).....	1.26.9
6. A. Nicholls (Langsett Cycles).....	1.27.0
7. W. Bourne (Clay Cross RT).....	1.27.5
8. D. Featherstone (Andy Moore Autocentre Racing).....	1.27.7
9. J. Johnston (Matlock CC).....	1.28.2
10. P. Cocker (Pedal Pushers).....	1.29.9

Women

1. Lou Bates (Carnac-Planet X RT).....	1.55.1
2. J. Walker (Servetto Footon).....	1.57.1
3. S. Storey (Pearl Izumi Sports Tours International).....	1.59.1
Veteran: Chris Myhill (Peak RC).....	1.36.9
Junior: Robert Gray	
Schoolboy: Jim Brown (Holmfirth CC).....	1.33.7
Schoolgirl: Becky Gregson (Sport City).....	2.30.7

Bath CC (Hinton Hill, Somerset):

1. Joe Norledge (Proccycling RT).....	2:23.9
2. A. Fisk (Oxford Univ CC).....	2:24.8
3. T. Kiss (Performance Cycles).....	2:27.0
4. G. Griffiths (Arctic Taxy).....	2:28.4
5. J. Coleman (VC Walcot).....	2:28.7
6. A. Lawson (Ride 24/7).....	2:28.8
7. J. Cartledge (Bath CC).....	2:30.8
8. S. Barnett (VC Walcot).....	2:31.7
9. R. Borek (Bristol South CC).....	2:36.5

10. S. Allen (Dulwich Paragon CC).....	2:38.8
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Veterans: Adrian Lawson **Juniors:** Stefan Barnett

Women: Joanne Jago (Performance Cycles) 3:31.0

Worcester St Johns CC-Wyre Forest CC (Shelsey Walsh, Worcestershire):

1. Richard Russell (RST Sport/Aero Coach).....	2.40
2. M. Clinton (Mike Vaughan Cycles).....	2.41
3. J. O'Neill (Mike Vaughan Cycles).....	2.58
4. T. Swinger (Halesowen C&AC).....	3.03
5. O. Hayward (Univ of Birmingham CC).....	3.07
6. C. Middleton (Climb on Bikes RT).....	3.08
7. R. Kenworthy (Leisure Lakes Bikes).....	3.09
8. R. Grimes (Fred Williams Racing).....	3.17
9. M. Thomas (Worcester Cycle Centre).....	3.23
10. C. Coley-Smith (Stourbridge CC).....	3.28
Women: Natasha Cutmore (RST Sport/Aero-Coach).....	4.07

Saturday, October 3

Aberdeen and Dist Championships (Stonehaven, Scotland):

1. Peter Anderson (The Racers).....	3:31.7
2. G. Comley (Elgin CC).....	3:47.3
3. J. Entwistle (Deeside Thistle CC).....	3:48.7
4. J. Davidson (Aberdeen Wh).....	3:48.9
5. V-M. Raikkonen (Granite City RT).....	3:52.4
6. A. Smith (Ythan CC).....	4:05.9
7. M. Cheney (unattached).....	4:20.0
8. J. Hall (Deeside Thistle CC).....	4:22.8
9. C. Duncan (Ythan CC).....	4:28.2
10. M. Young (Deeside Thistle CC).....	4:31.4
Aberdeen and District riders: Jon Entwistle (Deeside Thistle CC).....	4:40.2
Youth: Daniel Kain (Ythan CC).....	5:01.4

Rossendale Road Club (Crown Point, Burnley, 1,000 metres):

1. Adam Hartley (PH-MAS Cycling).....	2:42.1
2. A. Laycock (Clitheroe BC).....	2:45.6
3. L. Szymanski (ABC Centreville).....	2:58.2
4. R. Malpass (Garstang CC).....	3:03.5
5. R. Dobson (Pedalsport CC).....	3:03.8
6. J. Hodgson (Kuota-GSG-Spinerby).....	3:04.7

7. W. Brown (Rossendale RC).....	3:06.6
8. C. Smith (Condor RC).....	3:07.6
9. C. Edmondson (Fibrax Wrexham RC).....	3:09.8
10. T. Brook (Lancaster CC).....	3:11.7

Women: Holly Carter (Manchester Wh).....4:36.7

Chippenhams & District Wh (Lacock, Wiltshire, 2.3km):

1. Joe Norledge (Proccycling RT).....	4:36.81
2. T. Kiss (Performance Cycles CC).....	4:40.62
3. S. Barnett (VC Walcot).....	4:45.82
4. I. Mundy (Oxford University CC).....	4:45.85
5. T. Walker (VC Walcot).....	4:47.95
6. J. Coleman (VC Walcot).....	4:50.74
7. R. Spinks (T1 Diabetes.info).....	4:53.39
8. A. Fisk (Oxford University CC).....	4:55.53
9. A. Lawson (Ride 24-7).....	4:56.02
10. C. Coleman (VC Walcot).....	4:56.05

Veteran: Adrian Lawson

Woman: Joanne Jago (Performance Cycles CC)

6:05.95

Junior: Stefan Barnett

Otley CC 2-stage (Pateley Bridge, North Yorkshire):

Overall:

1. Dan Evans (Team Elite/Paul Bethall Electrical).....	8:12.9
2. T. Pettinger (Sri Chinmoy CT).....	8:17.0
3. J. Henderson (Southport CC).....	8:55.4
4. K. Savage (Yorkshire RC).....	8:59.1
5. P. Cocker (Pedal Pushers).....	9:02.0
6. K. Wynne-Cattanach (Team Elite/Paul Bethall Electrical).....	9:02.2
7. C. Dyke (Manchester BC).....	9:02.5
8. J. Taylor (University of Warwick).....	9:05.8
9. B. Jacobs (Albarosa CC).....	9:23.7
10. N. Allatt (Royal Navy & Royal Marines CA).....	9:50.7
Veteran: Jim Henderson	
Woman: Mary Wilkinson (Yorkshire RC).....	10:38.9
Junior: Kieran Savage	
Under-16: Nathan Allatt	

Stage 1 (Guise Cliff, 1,400 yards)

1. Dan Evans.....	3:18.0
2. Pettinger.....	3:18.8

3. Savage.....	3:35.8
4. Cocker.....	3:37.0
5. Dyke.....	3:37.4
6. Wynne-Cattanach.....	3:37.5

Veteran: Jim Henderson

Woman: Mary Wilkinson.....4:20.1

Junior: Kieran Savage

Under-16: Nathan Allatt.....4:00.3

Stage 2 (Norwood Edge, 1.2 miles):

1. Dan Evans.....	4:54.9
2. Pettinger.....	4:58.2
3. Henderson.....	5:17.4
4. Savage.....	5:23.3
5. Wynne-Cattanach.....	5:24.7
6. Taylor.....	5:25.0

Veteran: Jim Henderson

Woman: Mary Wilkinson.....6:18.8

Junior: Kieran Savage

Under-16: Nathan Allatt

Time trials

Saturday, October 3

Mercia CC 30 (Etwell, Derbyshire):

1. Steve Irwin (North Lincs RC).....	57.46
2. B. Charlton (Swinerton Cycles).....	1:00.22
3. P. Fleming (Preston Wh).....	1:00.52
4. I. Holbrook (Stone Wh).....	1:01.13
5. S. Hilton (Warrington RC).....	1:01.16
6. S. Daintith (Coveryourcar.co.uk).....	1:01.23
7. J. Warrington (Tyneside Vagabonds).....	1:01.24
8. A. Coffey (Alford Wh).....	1:02.51
=9. S. Walker (Walsall Roads CC).....	1:03.12
=9. N. Cave (Lutterworth CRC).....	1:03.12
Women: Annis Moore (Walsall Roads CC)....	1:10.56

VTIA (East Anglia) Leo 30 (Newmarket, Suffolk):

1. Matt Smith (Team Velovelocity.co.uk) 56.49	
=2. C. Ward (Essex Roads CC).....	58.40
=2. P. Gamlin (Northover Vets Team).....	58.40
4. D. Bloy (Team Velovelocity.co.uk).....	58.48
5. R. Harrison (Didcot Phoenix CC).....	59.05
6. R. Pears (Proccycling Magazine RT).....	59.09
7. J. Mulvey (Cambridge University CC).....	59.22
8. C. Whitwell (St Ives CC).....	59.29
9. P. Lawrence (Team Swift).....	59.44
10. R. Young (Team Vision Racing).....	59.55
Woman: Rachael Elliott (Newbury RC).....	1:03.29
Team: Team Velovelocity.co.uk (Smith, Bloy, Dave Green 1:00.21).....	2:55.58
Women's team: Chelmer CC (Mary Bower 1:08.03, Ann Shuttleworth 1:11.21, Jo Btcher 1:13.49)3:33.13	
Tandem: Shaun Williams (Abellio-SFA RT) & Neil Lewis (North Road CC).....	1:00.06

VTIA (North Midlands) 10 (Ranby, Notts):

1. Alex Royle (Army CU).....	18.25
2. D. Barnett (Drag2zero.com).....	18.53
3. J. Ramsbottom (Pedalpushers).....	20.01
=4. S. Smith (Stocksbridge CC).....	20.02
=4. S. Wells (Flex Tech RT).....	20.02
6. D. Robinson (Flex Tech RT).....	20.11
7. C. Ward (Spalding CC).....	20.12
8. L. Bosley (Derby Mercury RC).....	20.14
9. N. Frewin (Bournemouth Jubilee Wh).....	20.18
=10. A. Cooke (Peak RC).....	20.26
=10. L. Burrows (Team Swift).....	20.26
Veterans on standard: Ron Hallam (South Pennine CC) (23.46).....	+10.01
Women on standard: Lynne Biddulph (Born to Bike) (22.07).....	+6.27
Tandems: Graham Barker (Rockingham CC) and Adam Duggleby (Brough Wh) (21.32).....	+7.00
Team: Born to Bike (Stephen Biddulph, John McLaren, Ian Manders).....	1:03.39
Women: Alex Deck (Langsett Cycles).....	21.18

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USED CYCLES



JENSEN CARBON ROAD BIKE This carbon Jensen K12 Road bike was built in Sweden (www.jensencykler.com) and comes with a full Campagnolo Veloce 10 speed group including ultra torque compact crankset 50/34, shifters (10speed) calipers, front and rear mech etc. Also fitted carbon seatpost and bottle cage. Wheelset is EXA AL 280 with cassette 13/29 (would get you up any hill) It is set up for me (I am nearly 6ft) and you can see that there is plenty of room for further adjustment either way. Slightly sloping top tube 54 c-c with seat tube 52 c-c. Bike never crashed - minor small transit marks. Can carefully box and send if you cannot collect. More pics available upon request - Offered at bargain price £595. North east Essex. - Tel: 07973 672390. Email: cjbayless@hotmail.co.uk 8/10



RALEIGH SP Elite full carbon frame and forks 59" Shimano sora gears. Excellent condition, perfect winter training bike! £580 ONO. Sheffield s25. Tel: 01909 564380. Email: ncl_87@icloud.com 8/10



CERVELO S2 56CM Carbon cosmic wheels, Sram force groupset. Keo carbon pedals. 3T bars and stem. Fizik arione tri 2 saddle. Carbon seatpost and bottle post. Hardly used. Mint condition. £1700. Cumbria. Tel: 01229 473860. Email: jmkstandley@talktalk.net 8/10



SPECIALIZED S WORKS VENGE S Works Venge Project Black size 56cm. Excellent condition, light summer use only. Full Dura Ace 7900 groupset including shifters, front and rear mechs, brakes, chainset and cassette. Zipp 404 clincher wheels, Pro Vibe carbon handlebars and stem, Fizik Arione carbon railed saddle. Never been crashed or dropped. Super fast and light bike. Pedals not included. £2300. Blyndon-on-Tyne. Tel: 07796 540604. Email: martin.tilford@hotmail.co.uk 8/10



CIPOLLINI RB1000 Your chance to own and ride this amazing Cipollini RB100 Full Carbon road bike. Brand New Carbon Frame, Shimano Ultegra 11S 53-39 Gears and Group Set, Easton EC90SL Stem, Easton EC90SLX3 Bars, San Marco Carbon FX Saddle, Full Carbon Frame and Carbon Miche Wheels & Brand New Grand Prix 4000S Tyres. £5995. Tel: 07836 570358 8/10



TRIGON Carbon Trigon cyclo-cross bike, 54cm, campag centaur 10 speed ergo levers, campag centaur carbon rear mech, campag veloce front mech, campag 13/29 10 speed cassette, fsa carbon chainset 38/48t, mavic cxp30 wheels, vredstein cross tyres, frogg leg cantilever brakes. Excellent condition, very little use. £545 ono. Wigston, leicestershire. Tel: 0116 2812313. Email: steve.d9960@outlook.com 8/10



MERCIAN 23inch frame. 531 tubing. Double chain set, Mavic parts and wheels. Shimano pedals and tyres. Cinelli parts and stem. Colour purple. £450 ONO. Leigh-on-Sea. Tel: 01702 524887. Email: Jan.winters@sky.com 8/10



BORGHINI Borghini Road Bike. Size 56cm (5'10" - 6') Alloy frame, Carbon forks, Mavic Kysrium Equipe, Campag Veloce, 50/34 & 12/28. fittings for mudguards and rear rack. Pedals not included. Good condition. Ideal as Sportive/Audax bike. Owned from new. Full details to genuine interested. Buyer collect. £325. Cannock, Staffs. Tel: 07834 405642. Email: philip.hollowood@btinternet.com 8/10



RIBBLE 7005 alloy/carbon frame 58cm c-c. Campagnolo 18 speed Centaur/Veloce groupset, ITM finishing kit, Ritchie Comp saddle (new). Wheels are Mavic Open Pro 36 spoke Veloce hubs with Conti Ultragatorskins. Look pedals and Cateye computer included. Please e-mail for full spec and additional photos. £425. Orrell, Wigan. Tel: 01695 622935. Email: hartley714@btinternet.com 8/10



TIME IZON Brand new Time Izon carbon size Medium. New full Carbon Pro Stealth integrated Bar and Stem, Gigantex 38mm carbon clinchers, new Ultegra 11 speed groupset. Carbon saddle. Frameset set alone was 2.5K. Weighs 13.9lbs! Total build was nearly 5K. £2500 ono. Staffs. Tel: 07736 500291. Email: mmartinray@aol.com 8/10



2015 TREK SPEED CONCEPT 7.5. Frame medium. 11 speed Shimano ultegra groupset. Bontrager race wheelset. Only one season old and only done 550 miles. It has a couple of small paint chips where the forks meet the stem. £2500. Stevenage. Tel: 07908 876532. Email: joegorman52@gmail.com 8/10



RIBBLE 56cm winter bike campag mirage, selle italia saddle, cinelli bars and stem, ma5 rims, look pedals £350. Bristol. Tel: 07973 195563. Email: crcrossey@gmail.com 15/10



FOCUS Cayo 3.0, Large (57cm), carbon frame and fork, uncut steerer, Shimano 105 5700, 10spd, levers, front & rear mech, compact chainset (50, 34), Ultegra brake calipers and BB, Shimano R500 wheels, Vittoria tyres, FSA bars, stem and seat post. F&F and most of the kit are new and unriden, bike was a project, selling as too big for me. £850 Cheshire. Tel: 07879 487328 15/10



LITESPEED ARENBERG 57/58CM Titanium Road Bike, in Naked Gold with White Decals, Shimano 105 Flight Deck, Dura Ace Rear Mech, FSA Cranks, Easton EC70 Carbon Forks, Mavic Cosmos Wheels, Look Pedals, Trek Clock, Ritchey Bars, Selle Italia Seat, great condition rarely used as its just to big for me, ideal summer or winter bike. £650ono. Darlington. Tel: 07525 93872. Email: normanhoggett@hotmail.com 15/10



CASATI 53x11 SUPERLIGHT Full T700 carbon frame, aero x wheels, FSA team issue carbon crank, carbon seat pin, SLR saddle, FSA carbon stem, 105 10 speed groupset, excellent condition with approx 400mls. £1250. Location: Glossop, Derbyshire. Tel: 01457 856467. Email: combiserve@tiscali.co.uk 15/10

SCOTT ADDICT CARBON 56cm Dura - Ace 10 spd group compact 50-34, Mavic Ksyrium wheels £895.00. Location: Dorking Surrey. Tel: 07881 600561. Email: cergsmith@yahoo.com 15/10



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KINESIS RACELIGHT TK ideal for Audax and wet weather or commuter riding, 56cm Alloy frame colour shark (grey), carbon forks and seat post, Campagnolo Centaur 10 speed with 53/39 chain rings, Mavic Open Pro wheels, Bontrager tyres and saddle, Look Keo pedals. In good condition bar a very two or three minor paint chips/ cable rub spots to frame; a comfortable and responsive bike. £400 Bath, Somerset. Tel: 01225 331377. Email: nigelgsherwen@gmail.com 15/10



DOLAN DUAL 56cm carbon frame with mudguard eyes, Ultegra 6800 11 speed groupset, Deda bars and stem, Fulcrum 7 wheels with Vittoria Rubino Pro 25 tyres, Fizik saddle. Ideal winter bike. £850. Wirral. Tel: 07918 056696. Email: ianrmcgarvey@msn.com 15/10



GIANT PROPEL ADVANCE 2 2015/2016 model and the full specs can be found on the giant website. The frame is in size M/L which fits my friend who's 5'11" perfectly. The bike is in mint condition and has only done 300 miles on dry days only. The bike is located in Leominster and viewings are recommended by appointment. Cash on collection please and any questions please ask. Many thanks for looking. £1200. Hereford. Tel: 07896 064291. Email: Daniel.toms@gmail.com 15/10



TREK MADONE 5.2 58 cm Ultegra 6700 10 speed with Dura Ace 7900 Chain set 50/34, Ultegra 6700 wheels with Bontrager R2 tyres, Bontrager bars and stem. £750. Wirral. Tel: 07918 056696. Email: ianrmcgarvey@msn.com 15/10



BIANCHI C2C 928 full carbon road bike, 54cm medium, Mix Veloce and Centaur group-set, FSA chain-set, Up-graded Scirocco wheels, FSA saddle and Deda finishing kit. £850 ono Hampshire. Tel: 07551 124359. Email: a.rowan@gardiner.com 15/10



TREK MADONE 5.5 58CM Virtually mint - probably covered 800 miles since new (£2600). Selling with never used wheels + tyres off the 2015 Trek Emonda I am replacing the bike with. £1500. Cambridge. Tel: 07917 800840. Email: matthewjohnncarr@gmail.com 15/10



CERVELO R3 SL Cervelo R3 SL 58cm. Never ridden FSA wing pro bars, deda zero stem, Yokozuna cables, toupe saddle, Carbon tubs (helix), continental competition tyres, All New, Dura Ace 7900 groupset used for two races, New chain and cassette, Dura ace pedals, Scuff on hood and crank. £2250. London. Tel: 07506 739669. Email: Richard.coppinger@cbre.com 15/10



BMC CX02 CROSS, Small frame 50/52 superlight frame/carbon forks Shimano 105 compact, used as a tourer (once) since new so less than 400 miles, Full spec on request £350 CATERHAM SURREY. Tel: 01883 349403. Email: www.Basiltaylor@aol.com 15/10

TANDEMS & TRICYCLES

DAWES Duet Tandem, 20"/13", 26" wheels. Good bike for light touring and social rides, 18 months old. Not ridden much as slightly too small. Mudguards, rear rack and Marathon Plus tyres. £350. Herts, Essex border. Tel: 07719 753607. Email: chriss@btinternet.com 8/10



SOUTHERN CROSS Tandem, 23 1/2 / 21 1/2 inches. Beautiful fillet-brazed handmade frame and fork, Stronglight, suntour, gripshift, shimano canti's, wolber rims, recent conti tyres, 3 x 6 gears, Eleven years ours, lack of use only reason for sale, rack and luggage included. Good home wanted. Asking £600. Sowerby Bridge, West Yorkshire. Tel: 07581 056152. Email: angela@tandem1.plus.com 15/10

DAWES Galaxy Twin Ladyback in good condition. Comes complete with new tyres and tubes. Buyer to collect £650. Location: North Yorkshire. Tel: 01423 864258. Email address: suejohn451@hotmail.co.uk 15/10

FRAMES



COLNAGO C60 ITALIA RACING FRAMESET finished in the 2016 colour way RSRD, Size 52S, Brand New, Boxed. The package includes the frame, forks and unlike any UK supplier, the new 2016 Gloss White 'Blanco' Italia Carbon Seatpost with Gloss Tricolour Highlights. The frame will be supplied with all fittings and warranty booklet as pictured. Contact me for any information and link to more comprehensive pictures. The C60 is without doubt one of the best frames available on the market. £2750 ono. North Yorkshire. Tel: 07876 386559. Email: clark1312@fsmail.net 8/10

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ACCESSORIES



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WHEELS



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CYCLE JUMBLES

NOVEMBER 7TH Baz's annual jumble. Broadway Village Hall, Ilminster, Somerset TA19 9RE Setup 9.00am Public 10.00am Tables £10. Entry £2. Scrummy food, all profits to cancer charity 01308 868884 / 07885 768830 31/12

WHITTLESEY CYCLE JUMBLE. Saturday 10th October. St. Andrews Hall, Parkinson Lane, Whittlesey PE7 1BZ. From 1pm - 4pm. Setups 11am. Entry 50p. Refreshments available, £8 a table. Contact Sandra or Martin 01733 206627 sandramartin@green222.freemove.co.uk 15/10

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Dr Hutch

Is cycling really now the preserve of the posh, wonders the Doc

doctorhutch_cycling@timeinc.com



There is an exciting new front being opened up in the war. To 'red light running', 'pavement terrorising' and 'Lycra louting', we now have the small issue of class. It has been drawn to my attention that we're all elitists and bankers. Personally I'm a bit puzzled by the whole issue of class — I'm from Northern Ireland, where you don't have 'a class' you have 'a side' — but people with a better understanding are convinced that cycling has become a tool of the oppressors.

Take Eric Pickles, and his claim that "ordinary people" in Cambridge were being forced to ride bikes by "elitists", when like any right-minded ordinary person they'd rather be in a traffic jam. Or consider the comments from *Guardian* writer Dave Hill just last week, who criticised the development of cycling infrastructure in London to benefit a "privileged middle-class elite".

Acts of Cycling Stupidity

Liam Connor writes: I was riding through a local village recently, and saw a rider standing by the roadside with a bike that clearly had a broken chain. I stopped and offered to repair it.

He said it was fine, he'd manage. I said it would take me two minutes to fix it to at least get him home. He said no, again, and that he was waiting for a mobile signal to ring customer services at the online retailer where he'd bought the bike.

Then he pointed at my bike, which is no more than seven years old, and said, "Anyway, if that's what you ride, I don't suppose you'd have the tools to repair a modern bike."

I left him to his call centre.

I'm just about old enough to remember when cycling was for northerners with flat caps and whippets. And now, without passing through any intermediate ground that I can remember, we seem to be in full flight from Alexander Armstrong and Henley Royal Regatta.

However, I have some questions. Given that the motivating force

behind most of the calls for better cycling infrastructure is safety, let us cast our minds back a couple of years to the horrible November of 2013. Six cyclists died in London in a fortnight. The victims were, as best I can find out, a hospital porter, an IT consultant, an architect, a tech entrepreneur, a writer and a shop assistant.

The new opera?

Clearly, you can't really tell everything about someone from their job, but that seems at first glance like a fairly representative cross-section of society to me.

And I have trouble squaring that with cycling's status as the new opera. Maybe the problem is that the more privileged you are, the less likely you are to be involved in an accident. Maybe it's possible to be simply too rich to die. But if that was the case, then surely we



should be building a better infrastructure, because it would specifically help save the lives of those who aren't too rich to die? Perhaps it's a class issue alright, but not the one we first thought of.

Or maybe that dreadful fortnight was a statistical aberration. A blip. After all, that's what almost everyone with any responsibility for road safety in London told us at the time. (As my friend Bernard put it, "I don't want to die in a cycling accident, but not nearly as much as I don't want to die in a statistical aberration.")

But there's a problem with that too. If cycling is genuinely a) posh, and b) dangerous, and your political viewpoint is that of c) the not-posh social Darwinian, then presumably one way to nudge the revolution along a bit would be to encourage cycling among the privileged?

You would want to make cycling

in cities look inviting and safe, then pull the rug out when people least expected it. For instance, you could design some nice big cycle lanes that stopped suddenly and without warning at major roundabouts and junctions. Oh, hang on a moment...

None of it makes a lot of sense, because cycling isn't about what your job is, or how much money you've got. It is glorious in its egalitarianism. If you don't believe me, well, everyone seemed to hate us just as much in the flat-cap and whippet era.

There is, however, another angle we ought not to neglect. When I rode my Brompton folder past a full-rigged Sky fan on a Pinarello on the Embankment in London a couple of years ago, he was so angry as to be almost speechless.

We may not be subject to anyone else's class system, but we sure as hell have a thriving one of our own.



Just keep going, you'll find a signal eventually...

How to... find a new route

There are a number of ways to find a new route. The simplest is to go out and get lost. This is cheap, effective, and has a surprise round every corner. The downsides are that you may never see home again, or, alternatively, that you may see home every 15 minutes.

A more modern approach is to download someone else's route to your GPS, then just follow the beeping and instructions. This will faithfully replicate the effect of riding on a virtual-reality home trainer. You will be able to observe how, even after you've ridden the route 15 times, you still won't be able to remember it without the GPS.

A more modern approach

This will make you feel stupid, but since you've outsourced your thinking to a bike computer and some satellites, you probably won't care.

You can memorise a route off a map before you go out. After 15 minutes, or three junctions (whichever happens soonest) this will become indistinguishable from getting lost, but with an added air of incompetence.

You can take a map with you. If it's on actual paper, you'll have to wear your plus-four trousers and pretend you're a hipster recreating a 1950s cycle tour. If it's on a phone, remember that if you can get a data signal, you're not really having fun.

When you do find a new route it's easy to find a second one — just do the first one in reverse. And console yourself that 92 per cent of cyclists use the same route every time they ride anyway.



The invincible upper classes:
no need for helmets here



Hed tri-spoke: last word on aerodynamic wheels

Hed tri-spoke

The world's best aerodynamic wheel has literally been at the cutting edge of cycling for close to three decades, says *Simon Smythe*

Widely copied but never bettered, this iconic wheel has notched up Hour records, world track titles and countless Grand Tour time trial victories — and all with its basic design unchanged.

Steve Hed, who died last November at the age of 59, was a genius and an innovator, but he didn't actually design the wheel that became his most famous contribution to cycling. The tri-spoke was developed by DuPont, whose lead engineer Mark Hopkins patented in 1988 a design for "a wheel formed of a rim joined to a hub by a multi-spoke foam structure that is coated with a fibre-reinforced resin material."

Its three aerofoil-shaped spokes did not exceed 19mm in thickness — the

width of the narrowest high-performance clincher tyre available. In testing, this had represented the best real-world balance of structural stiffness and aerodynamics. In the summary of the wheel that was submitted to the US patent office, Hopkins noted that: "In a series of wind tunnel tests simulating crosswind conditions at normal racing speeds, wheels made according to the invention were found to have a surprisingly low drag and exhibited stable handling when installed on a bicycle."

Specialized marketed and branded the DuPont wheel, so the first generation of tri-spokes had the latter's name on them. However, by the mountain-bike-mad mid-Nineties Specialized decided that the cycling world was not ready for such an

advanced wheel with such a specialised, if you'll excuse the pun, application — and that's where Steve Hed comes in.

Hed, who was working on aerodynamic designs of his own at the Texas A&M wind tunnel while the DuPont tri-spoke was being tested, knew exactly how fast it was and bought the rights from Specialized.

Hed did not tinker with the shape of the tri-spoke, but he was able to bring to it a superior grade of carbon-fibre, making it lighter than the original, and he also improved the hub.

By now the world's top riders wanted to ride a HED3 on the front — notably Lance Armstrong, who was also a frequent visitor to the Texas wind tunnel. More recently, Bradley Wiggins and Team Sky have used it, although rebadged to keep equipment sponsors happy.

Last year the HED3 was updated in line with the pro peloton's adoption of wider tyres. As the original tri-spoke was designed with a 19mm tyre as its leading edge, it would lose its aerodynamics shod in anything fatter. So the new HED GT3 has a rim width of 26.5mm and a slightly shallower rim depth — but it still looks and behaves like the fastest wheel in the world.

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